REGISTER No. 6—1878

The Bombay Gazette.

No. 9,116—New Series. BOMBAY:—TUESDAY, APRIL 30, 1878.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy..... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 8
Fourth and succeeding insertions	0 2½ As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows:—

Not exceeding three lines	Rs. 1-0
Each succeeding line	,, 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEE

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. PACHUMBA, 800 Tons, 130 H. P., Commander J. Melville, on SATURDAY, the 4th May 1878, at 5 P.M., calling at Ratnagherry, Vingorla, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Coconada, Vizagapatam, Chittagong, Calingapatam, Gopalpore, False Point, and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE, Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will despatch the PUTTIALLA, 840 Tons, 130 H. P., commander K. Macaulay, on THURSDAY, the 2nd May 1878, at 4 p. m., to the PERSIAN GULF, touching at KURRACHEE, GWADER JASK, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSHIRE, and occasionally at BAHREIN and MAHOMERAH.

N.B—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will, during the season, despatch Steamers to Kurrachee every THURSDAY AFTERNOON at 10 A.M.

The S. S. COCONADA, 962 Tons, 120 H. P., Commander A. Moran, on TUESDAY, the 30th April 1878, at 10 a.m., calling at Veraval, Mangrole, Pore Bander, and Cutch Mandvie.

The S. S. PUTTIALLA, 840 Tons, 130 H. P., Commander K. Macaulay, will be despatched on THURSDAY, the 2nd May 1878, at 4 p.m.

N. B.—No shipping orders will be granted on the day of sailing.

W. NICOL & Co., Agents

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, and on the 1st of each month.

For extra steamers see list given below.

PASSENGERS' RATES,

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£32	£15	£4	Without food.
Suez	36	22	8	
Port Said	36	24	8	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	52	34	14	
Marseilles	52	35	14-10	

Including Wine.

Children under 2 years, free of charge; Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

ARABIA, to sail on WEDNESDAY, 1st May 1878.
AUSTRALIA, to sail on SATURDAY, 1st June 1878.
ASSIRIA, to sail on MONDAY, 1st July 1878.
ARABIA, to sail on THURSDAY, 1st August 1878.
AUSTRALIA, to sail on SUNDAY, 1st September 1878.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Licentiate on board.

The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, Feb. 4, 1878.

HALL LINE.

BOMBAY TO LIVERPOOL, via SUEZ CANAL.

THE following or other First Class Steamers of the HALL LINE will sail from Bombay as under.

	Tons. H.P.	From Bombay.	
BRANKSOME HALL	2,100 300	May	29
RYDALL HALL	2,700 350	June	15
TRENTHAM HALL	2,100 300	June	29
CITY OF LINCOLN	2,900 370	At	
SPEKE HALL	2,700 350	fortnightly intervals.	
WISTOW HALL	2,700 350	Building.	

RATE OF PASSAGE MONEY.

To LIVERPOOL.....Rs. 500

RATES FOR RETURN FARES.

For Three months £80, Home and back.
For Six months, 90 per cent on the Return Fare.
For Twelve months, 10 per cent. on the Return Fare.
Passages are also available by this Line to Naples or Genoa, via Suez and Alexandria, in connection with the Rubattino S. N. Company from Alexandria.

Arrangements for Shipment of Baggage, Sovereigns, Circular Notes and Remittances will be attended to by Messrs. KING, KING and Co. here.

For Passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

* These Steamers have just been added to the Line and have all the latest improvements. The accommodation is all on deck.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES AND LIVERPOOL *VIA* SUEZ CANAL.

THE following or other First Class Steamers of the Anchor Line will sail from Bombay as under:—

	Tons. H.P.	From Bombay.
EUROPA	2,277 424	
ITALIA	2,245 424	At fortnightly intervals.
OLYMPIA	3,950 424	

RATES OF PASSAGE MONEY.

To Naples.....Rs. 400
To Liverpool.....,, 500

RATE FOR RETURN FARES.

For Three months £80, Home and back.
For Six months, 20 per cent. on the Return Fare.
For Twelve months, 10 per cent. on the Return Fare.

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance, and tender any information required by the Passengers.

Passengers booked and cargo engaged in connection with the Trans-Atlantic Service from London and Glasgow to New York.

Passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, November 13, 1877.

RUBATTINO STEAM NAVIGATION COMPANY.

NOTICE.—During my TEMPORARY ABSENCE from Bombay on Company's affairs, I have appointed Messrs. F. MURAGLIA and DARASHAW SORABJEE, OFFICIALLY to act for me and SIGN PER PROCURATION, commencing from the 1st May next, until further notice.

C. GRONDONA,
Agent, Rubattino S. N. Company.

NOTICE.

DURING my TEMPORARY ABSENCE from Bombay, I have appointed Mr. F. MURAGLIA to act for me and SIGN PER PROCURATION, commencing from the 1st May 1878, until further notice.

C. GRONDONA, Agent,

The "Italia" (in Genoa) Marine Insurance Company, Ld.
& "Helvetia" in St. Gall (Switzerland) Marine Insurance Co., Ld.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE:—

Vessels.	Tons.	H.P.	Captains.	1878.
(s) HINDUSTAN	3143	600	W. W. Hasselwood	6th May.
— CHINA	2916	400	T. Alderton	13th do.
(s) VENETIA	2726	450	W. B. Andrews	20th do.
— KAISHGAR	2921	450	E. J. Baker	27th do.
(s) GEELONG	1835	250	C. Fraser	31st do.
— ZAMBESI	2431	370	A. Symons	7th June.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage &c., apply to

J. R. KELLOCK,
Superintendent.

Bombay, 24th April 1878.

TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captains.
THIBET	3508	400	J. H. Torbock..29th April.
KHEDIVE	3742	600	J. D. Steward..13th May.
TEHERAN	2589	400	A. H. Johnson..27th ,,
NIZAM	2726	450	A. E. Barlow..10th June.

A Launch leaves the Company's Dock Head at Mazagon at 3 p. m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Superintendent.

Bombay, 24th April 1878.

TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports:—

Vessels.	Tons.	H.P.	Captains.	
ASSAM	3033	500	N. Stewart.	....24th May.

A Launch leaves the Company's Dock Head at Mazagon at 3 P. M. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Superintendent.

Bombay, 5th April 1878.

P. & O. S. N. COMPANY.

SPECIAL THREE-MONTHLY RETURN TICKETS.

TO suit the convenience of Government Officials and others taking PRIVILEGE LEAVE, the Company has arranged to issue from this date RETURN TICKETS available for THREE MONTHS (counting from the date of sailing to the date of arrival) at the following REDUCED RATES:—

Bombay to Brindisi or Venice and back (including transit through Egypt)..... Rs. 950
Ditto with the option of travelling one way *vid* Southampton ..... ,, 1,000

J. R. KELLOCK,
Superintendent.

Bombay, 15th December 1877.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Company will despatch the following First Class Passenger Steamers to Trieste, calling at Aden, Suez and Port Said, on the undermentioned dates:—

Vessels.	Capt.	Disp. Tons.	H.P.	Dock.
S.S. ACHILLE	F. Forti	3500	400	on 10th May 1878.
S.S. CASTORE	G. Marussig	3787	250	on 27th ,, ,,

All Steamers carry Surgeon and Stewardess.

which can be had on board at moderate prices by application to the Purser.

To Trieste	1st Class. Rs. 400	2nd Class. Rs. 300	Deck. Rs. 180
To Port Said	,, 320	,, 255	,, 131
To Suez	,, 300	,, 240	,, 122
To Aden	,, 170	,, 130	,, 66

No cargo will be received on board after sunset on the day previous to sailing.

THROUGH TICKETS FROM TRIESTE TO LONDON,

Via Vienna, the Rhine, Ostende or Calais and Dover, are granted by the Undersigned at

	Via Calais.	Via Ostende.
First Class, Trieste to London	£12-3	£11-18
Second Class, Trieste to Cologne	£9-19	£9-14
First Class, Cologne to London		

Travellers with through tickets are allowed lbs. 55 free luggage.

Tickets are available for two months from the date of departure from Trieste.

For further particulars, and for Freight and Passage, apply to the Company's Office.

J. JANNI,
Agent A. H. Lloyd's S. N. Company.

28, Bombay Green, 18th March 1878.

NOTICE TO OFFICERS OF THE EXPEDITIONARY FORCE.

WE are PREPARED to GRANT LETTERS of CREDIT to our Constituents available at Suez, Alexandria, Aleppo, Malta, and other ports mentioned in our Circular Letter of Judication.

KING, KING & Co.

April 25, 1878.

WINES, SPIRITS, BEER, &c.

AUSTRALIAN WINE from St. Hubertes' Vineyard:

CHASSELAS (White).....Rs. 10 per doz. quarts.
HERMITAGE (Red).....,, 10 ,, ,,

GRINDLAY, GROOM & Co.

THE ENCORE WHISKEY.

THE following satisfactory and most convincing evidence shows the absolute purity and safety of using the ENCORE WHISKEY as an Alcoholic stimulant:—

LANCET.—"Remarkably free from Fusel Oil, mild, wholesome, and pleasant."

BRITISH MEDICAL JOURNAL.—"Removal of the Fusel Oil is most complete and efficacious."

MEDICAL TIMES AND GAZETTE.—"We can highly commend it as well-fitted for Medical use, being very pure, wholesome, and pleasant."

MEDICAL PRESS AND CIRCULAR.—"Pure and wholesome and uncontaminated with the mixtures frequently used to give fictitious age and aroma."

MEDICAL RECORD.—"Must rank foremost as the purest of alcoholic stimulants."

PRACTITIONER.—"Perfectly free from Fusel Oil, of extremely mild, and a safe alcoholic stimulant."

SANITARY RECORD.—"Such an excellent Dietetic Stimulant deserves a widespread reputation."

PUBLIC HEALTH.—"Exceptionally Pure. It would be fortunate for the health of the community if in general use."

NATIONAL FOOD AND FUEL REFORMER.—"All who value their health should use it."

DR. H. C. BARTLET, F. C. S.—"Contained less trace of that deleterious and poisonous matter, Fusel oil, than any spirit I have ever submitted to the same searching investigation. The Medical Profession should recommend to their patients no Whiskey which does not come up to this standard."

DR. C. R. C. TICHBORNE, F. C. S., Trinity College, DUBLIN.—"Carefully examined for Fusel Oil, but none could be discovered. Perfectly free from poisonous metals that are frequently found in Whiskies, and which are very deleterious. Remarkably good quality."

DR. PAUL, F. C. S.—"Perfectly free from Fusel Oil or other injurious substance."

DR. STEVENSON MACADAM.—"Very pure and wholesome and of exceedingly fine equality."

This Whiskey is not only a pleasant and wholesome stimulant for ordinary use, but for delicate constitutions it is invaluable as it will agree with such when no other alcoholic stimulant will, whether in the form of wine or cognac. It is used almost exclusively in the practice of many of the most eminent men in the Medical Profession.

EVERY GALLON GUARANTEED EQUALLY PURE
Price Rs. 20 per dozen.
Wholesale Agents for Bombay,
TRANT AND BRIDGER,
7, Church Gate Street.
Retail Agents,
C. D. FLETCHER, Meadows Street.
DHUNJEEBHOY RUSTOMJEE, Meadows Street.

SHIRTS! SHIRTS! SHIRTS!

ALEX. ALLAN

BEGS TO DRAW ATTENTION
TO HIS
NEW STOCK
OF
OXFORD CLOTH SHIRTING,
FRENCH CAMBRIC SHIRTING,
FANCY DRESS SHIRTS,
BEST QUALITY,
AND
GOOD FIT GUARANTEED.

5, HUMMUM STREET.

NEW ADVERTISEMENTS.

WILSON'S
GREAT WORLD CIRCUS.

REDUCED PRICES! REDUCED PRICES!

IN CONSEQUENCE OF THE
GREAT SUCCESS
OF THE HISTORICAL EQUESTRIAN DRAMA OF
TURPIN'S RIDE TO YORK,
OR THE
DEATH OF BLACK BESS,
The Management have concluded to delay the departure of this
MAMMOTH COMBINATION
From Bombay for one week, and give
EIGHT MORE
GRAND GIFT ENTERTAINMENTS,
And in order that all classes may have an opportunity of witnessing this the
GREATEST SHOW ON EARTH,
The following
GREAT REDUCTION IN PRICES
will be made:—

Dress Circle	Rs. 2 0
Stalls	,, 1 0
Parquette	,, 0 8
Pit	,, 0 4

FOR SALE, SEVERAL very fine SADDLE and CARRIAGE HORSES. Apply to
Mr. JOHN WILSON.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.
(VIA SUEZ CANAL.)

NOTICE.—The Italian Mail Steamer ARABIA, Captain Serra, will sail as above on WEDNESDAY, the 1st May, at 10 a.m.

Passengers are requested to be on board at 9 a. m.

C. GRONDONA,
Agent, Rubattino S. N. Company.

NOTICE.

CONSIGNEES of CARGO, per S. S. THESSALY, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

NOTICE.—CONSIGNEES per Ship NEW ERA are hereby informed of the ARRIVAL of the vessel from NEW YORK, and are requested to present their BILLS of LADING, PAY FREIGHT to the undersigned, and to SEND BOATS alongside without delay, failing which their GOODS will be landed by the Captain on their account and risk.

BELL, BRANDENBURG & Co.,
Agents.

IMPORTANT NOTICE TO BARRISTERS, LAWYERS AND OTHERS.

TO BE LET, with immediate possession, AIRY and TIDY CHAMBERS for Advocates, &c., &c., near the New High Court. Rents varying from Rs. 15 to Rs. 150. For further particulars apply to

P. BYRAMJEE,
28, Meadow Street. House Agent.

LANOWLEE HOTEL LOTTERY.

THE Managing Committee regrets that as the Agents at Madras, Bangalore and Allahabad have not as yet submitted their Accounts of the Tickets disposed of by them, the DRAWING will NOT TAKE PLACE on the 29th April, as advertised.

The Drawing will, WITHOUT FAIL, take place on MONDAY next, the 6th May 1878.

A. MERWANJEE,
Proprietor, Lanowlee Hotel.

Lanowlee, 29th April 1878.

AMALGAMATED SOCIETY OF RAILWAY SERVANTS IN INDIA (IN LIQUIDATION.)

NOTICE.—A GENERAL MEETING of the MEMBERS of the above Society will be held at 15, South Road, Allahabad, on THURSDAY, the 30th May 1878, at 7 p.m., to RECEIVE the REPORT of the LIQUIDATOR and CLOSE the ACCOUNTS of the Society.

F. T. ATKINS,
Allahabad, 26th April 1878. Liquidator.

OAK, ROSEWOOD, AND WALNUT CHUBB'S PATENT [illegible] with Rims Portfolio, Instrument Pad, Inkstand, and Stationery, with space for Letters, Books, and Papers, beneath the Tray. Sizes 162 by 10½ by 7, with bronze Keys and a spare Gold Key to keep in Albert Chain, with Travelling Leather Cover, Japanned in the above-mentioned Colours, suitable for presentation.

CHUBB'S BOX AND LOCK MART,
47, Parsee Bazaar Street, Fort, Bombay.
ESTABLISHED 1847.

THE SHOLAPOOR SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given, that the THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS of the Sholapoor Spinning and Weaving Company, Limited, will be held at the Registered Office of the Company, No 2, Church Lane, Fort, on TUESDAY, the 7th day of May 1878, for the purpose of transacting the following business:—

1st. To receive the Directors' Report and the Audited Balance Sheet for the year ending 31st December 1877.

2nd. To appoint Directors in the place of those who retire by rotation, but are eligible for re-election, and to confirm the appointment of Directors made by the Board.

3rd. To appoint Auditors for the ensuing year, and to fix their remuneration.

4th. To transact any other business that may be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 3rd May to SATURDAY, the 11th May 1878, both days inclusive.

MORARJEE GOCULDAS & Co.,
Agents.

Fort, No 2, Church Lane, Bombay, 29th April 1878.

PERFUMERY.

J. & E. ATKINSON'S
WHITE ROSE and other SACHET POWDERS.
ROSE TOILET POWDERS, TRANSPARENT SOAP, TOILET VINEGAR.
PRIZE MEDALS—LONDON, PARIS, VIENNA, BORDOVA, LIMA, PHILADELPHIA.
Sold by all first-class Dealers throughout the World.
J. & E. ATKINSON,
24, Old Bond Street, London.
The genuine guaranteed by TRADE MARK—"A White Rose on a Golden Lyre," printed in seven colours.

REDUCED PRICES.
Finest Virginian Golden Leaf
HONEY DEW TOBACCO;
A splendid article, infinitely superior to the Tobaccos commonly sold under its name.
IMPORTED OVERLAND AT
Per Pound, Cash, Rs. 2-8.

TREACHER & Co., Limited.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1: each succeeding line 8 As. No trade advertisements are admitted under this scale.

WANTED, ONE or TWO ROOMS in RAMPART or HORNBY ROW, for residence. A. B., *Bombay Gazette*.

FOR SALE by AUCTION at 2 o'clock TODAY at Mr LAKE'S SALE in the Old Secretariat compound, a splendid little BAY ARAB HORSE.

TO BE LET, at Dadur Cross Road, Naigaum, DEANSTON VILLA. For rent, &c., apply to NESSERWANJEE JAMASJEE, at Messrs. Finlay, Muir and Co.

TO LADIES—Mrs. MEDLEY has received her ENGLISH STOCK of GOODS per S. S. HINDUSTAN. Ladies are invited to inspect the same.

FOR SALE, a MAIL PHAETON and PAIR of Australian HORSES with harness complete, the property of Dr. Hughes. Apply for view to W. G., *Bombay Gazette* Office.

VEGETABLE DRUG for LEPROSY has been discovered by Mr. D. X. Pereira, who has a Dispensary at 50, Kalbadevie Road, and has cured many cases successfully.

A LARGE QUANTITY of STONE-BALLAST or NEERUM is on SALE at the PORT TRUST BUNDER, SEWREE. Purchasers to apply at Mr. Rustoney Goculdass' place of business, No, 20, Khand Bazar, Mandvie.

FOR SALE, an ENGLISH DOGCART (built by Windover, the best English-maker), together with a Hardworking Flea-bitten ARAB. Price moderate. Address "VIATOR," *Bombay Gazette*.

PHAETON (built by Kinross), suitable for a Pair or Single, for Sale: in excellent order. Also, a set of Harness for a Pair. Address "OMEGA." *Bombay Gazette*.

MACLEAN'S GUIDE to BOMBAY and BOMBAY DIRECTORY for 1878. Price Rs. 5; with postage Rs. 5 2. *Bombay Gazette* Office.

INDIAN RAILWAY TRAVELLER'S GUIDE, showing every Railway Station on the Indian Lines, with Tables of Fares, and other information required by travellers, with a Coloured Map of India. Published monthly at the *Bombay Gazette* Office. Price As. 8.

CHEDDAR CHEESE, in cut, 13 As, WHOLE 12 As. SWISS CONDENSED MILK, direct imported, 38 As. per tin. J. FRARE, 22, Apollo Street, Fort

TABLE GLASSWARE.

THE Undersigned import only the finest quality Glass, of the choicest patterns, and as their SUPPLIES are purchased DIRECT from the leading manufacturers in England ON THE LOWEST TERMS FOR CASH, they are in a position to supply goods at a much lower rate than those charged by dealers who incur heavy Agency charges eventually levied from the consumer.

HOUSEHOLDERS furnishing will do well to inspect the goods offered in the sale rooms of the Company's Fort Establishment.

TREACHER'S SETS OF GLASSWARE.—Complete for 12 persons, consist of 2 each Pint and Quart Decanters, 1 Claret Jug, 12 each Champagne, Claret, Hock, Port, Sherry, Liqueur, Custard, and Finger Glasses, 12 each Beer and Soda Water Tumblers, and 12 Flower Tubes.

Half-Sets consist of 2 Quart Decanters, 6 each Champagne, Claret, Hock, Port, Sherry, Liqueur, Custard and Finger Glasses, 6 each Beer and Soda Water Tumblers.

Prices are as follows (numbers according to T. & Co.'s illustrated Catalogue):—

No. 2	Plain Glass, of the favorite pattern, complete set for 12 persons		Rs. 117	half set Rs.	53
2a	Ditto ditto thinnest glass, very superior	,, ,,	142	,,	63
1	Richly etched circles, cable pattern	,, ,,	168	,,	71
15	Single Greek Key, cut dead, lines and hollows bright	,, ,,	160	,,	72
16	Stars, Cut and Engraved	,, ,,	161	,,	72
12a	Fluted sides, eight or nine flutes	,, ,,	198	,,	82

Seven other patterns of the elegantly engraved or etched Glass, always on view.

N. B.—Single articles of the above Services can be supplied, or sets altered to suit the convenience of intending purchasers.

The following articles can be supplied to match the above patterns:—

Claret Decanters, Jugs for Cup, Water Carafes, Sugar Basins, Milk Jugs, Preserve Jars, Biscuit Jars, Pickle Jars, Salt Cellars, Ice Pails, Ice Plates, Butter Dishes, etc.

DESSERT GLASS AND FLOWER STANDS.
Cup Jugs, Water Jugs and Glasses, specimen Tubes, &c. &c.

Circular Dish, with vase arising from centre, height from 12 to 21 inches	Rs.	4 to 10
Ditto ditto with foot ditto ditto		5 to 15
Exhibition Flower Stands, Circular glass dish with glass red and tray at top, height from 18 to 25 inches		8 to 20
Fancy Flower Stands, glass dishes, with or without foot, centre vase with branch vases, etc., etc		25 to 40
Mirror Plateau Flower Stands, mirror base, vase in centre, with glass leaves, etc., ...from		40 to 80
Flower Baskets, plain and engraved		3 to 15
Flower Tubes plain	per dozen from	8
Ditto Engraved	,, from	10

TREACHER & COMPANY, LD.,
BOMBAY, BYCULLA, AND POONA.

SHIP STORES! SHIP STORES!! SHIP STORES!!!

CAPTAINS of SAILERS and STEAMERS, requiring best articles of STORES and PROVISIONS, &c., at MODERATE PRICES, are requested to call at

M. M. MODY & Co.,
Shipchandlers, &c., Apollo Street, Fort.

J. NEUBERG,
5, MEADOW STREET.

CIGARS AND CHEROOTS.

REAL HAVANNAH CIGARS.

MANILLA CIGARS AND CHEROOTS.
"CAVITE BRANDS"
In all Sizes.

PINDIGUL CIGARS.
"CABANAS."

TRICHINOPOLY CIGARS & CHEROOTS.
"PRINCIPES"—"FAVORITAS" "REGALIAS."
CHOICE SELECTED.
"DAWSON'S PRIME," "THOMPSON'S PRIME," "NONPAREILS."

PONDICHERRIES, BURMAHS,
&c., &c.,
All specially Prepared and Selected.

TOBACCOS.

NEUBERG'S "GOLDEN BLOCK" MIXTURE,
The Mixture of the Day,
MANUFACTURED DAILY.

NEUBERG'S "GOLDEN LEAF BIRD'S EYE,"
Fresh and Fragrant.

WILL'S BIRD'S EYE.
LAMBERT AND BUTLER'S

SUN DRIED HONEY DEW.

CIGARETTES.
MILD, MEDIUM, AND FULL FLAVORED.
14 Brands to Select From.
MANUFACTURED DAILY.
Deliciously Fresh.

J. NEUBERG,
MEADOW STREET, BOMBAY.

FAVRE, LEUBA & CO.,
WATCH-MAKERS AND JEWELLERS,
23, RAMPART ROW,
BOMBAY,

BEG to call the attention of the Public to the following SPECIALITIES in their large stock of which they can strongly recommend, and which have gained for their qualities as Timekeepers a widespread reputation.

THEIR SILVER 50 RS. LEVER WATCH.

The great and increasing demand for these Watches have induced Messrs. F., L. & Co. to make them in all sizes, and either in hunting, half-hunting, and open face cases.

The "smallest," the usual size of a Lady's Watch, would be an admirable substitute for a Lady's Gold Watch when travelling or for daily use.

THEIR SILVER 75 RS. WATCH

Has all the qualifications of the 50 Rupees Watch, but is in an extra heavy case with gold hinges Its movement is fitted with a compensation balance and with a hair-spring system Breguet.

THEIR SILVER KEYLESS 110 RS. WATCH

Will satisfy the most critical observer.

The above three descriptions of Watches can be had in gold cases at Rs. 150, 200, and 250 respectively.

THE RAILWAY WATCH AT RS. 40.

Messrs. F., L. & Co. can recommend this well finished Watch to anyone who requires a strong and serviceable time-keeper, and one which will bear the roughest work.

THE RAILWAY WATCH AT RS. 60.

Messrs. F., L. & Co. would draw the attention of Railway Companies and employes to these Watches which are of extra large size and can be guaranteed and recommended as reliable time-keepers.

Samples will be sent and special terms be made with Railway or other Companies on an invoice given.

2 years' guarantee is given for all the above Watches.

Initials engraved gratis to buyers. Terms—Cash.

FAVRE, LEUBA & CO.,
WATCH-MAKERS & JEWELLERS.

SALES BY AUCTION.

CRAWFORD AND COMPANY,
2, MARINE STREET, BOMBAY.

SALE OF HARD SPELTER.

THIS DAY, TUESDAY the 30th instant, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms, by order of Messrs. R. I. Southern and Co., and on account and at the risk of the first purchaser, Sewdass Purshotum, ex Str. Napier:—

H 25 tons hard spelter.
25 per cent. deposit will be required at the time of sale.

AUCTION SALE of valuable and handsome household furniture, plated glass and porcelain ware, a mahogany cottage Pianoforte, &c., in Meadow Street, Fort, above the shop of Nancy Khyraz.

THIS DAY, TUESDAY, the 30th instant, sale commencing at 1 p. m., Messrs. CRAWFORD and Co. will sell by Public Auction on the top floor of the house, occupied by Nancy Khyraz, in Meadow Street, Fort, the valuable and handsome household furniture, the property of J. Morris, Esq., the same comprises 4-tier cut glassware, handsome dinner and breakfast services, best plated cruet stand, bread basket, spoons and forks, fish knife and fork, and handsomely carved and French polished furniture, comprising dawing room, dining, pier, card, dressing, side, and washing tables, conversation and reclining couches, Madras pattern sideboard, cheffonier, teapoy, iron bedstead, almyra with plate glass, clothes and gown presses, chest of drawers, a eight day clock, striking half hours, gilt consol table with pier glass, pictures, flower vases, carpets, glass chandelier, bath, dispenser, and cookroom furniture and utensils, &c.

Now on view.

SALE OF SUPERIOR WINES AND BEER.

TO-MORROW, WEDNESDAY, the 1st May, sale commencing at 3 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms a few cases of superior wines comprising curacio, maraschino, ritrovelle liquors, barsac, sauterne, hantsauterne, cider, about 100 cases Base's India Pale Ale in quarts, bottled by M. B. Foster and Sons.

About 100 dozen Smith, Iniossel & Co.'s sherry in excellent condition.

Sample bottles may be obtained on application to the undersigned.

AUCTION SALE of mess furniture, lamps, carpets, a first class Jubbulpore tent with chicks and carpets bran new, one Jubbulpore tent, wines, &c., at Marine Lines.

TO-MORROW, WEDNESDAY, the 1st May, sale commencing at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at the mess-house in Marine Lines, the blackwood furniture, lamps, carpets, Jubbulpore tents, wines, &c., the property of the Officers of the 2nd Regiment N. I., leaving the station, comprising, dining, round, card and dressing tables, easy, arm and without-arm chairs, teapoys, book-cases, sofa, couches, cupboard, sideboard, whatnot, lamps, carpets, punkhas, curtains, dispense furniture, plated candlesticks, a first-class Jubbulpore tent with route, chicks, and carpets bran new, one Jubbulpore tent, a small quantity of sherry, &c. The tents will be sold at 2 p.m.

Now on view.

INDIAN CURIOSITIES.

Messrs. CRAWFORD and Co. have received instructions to sell by Public Auction at their rooms on SATURDAY, the 4th May, sale commencing at 3 p m., the undermentioned valuable articles of presents to friends at home, the property of a gentleman who has left Bombay, comprising silver plates, salvers, muffineers and flower holders of the celebrated Cutch and Cashmere workmanship, Trichinopoly gold and silver bracelets, necklaces, lockets and brooches, Delhi made silver necklaces, bracelets and bangles, gold and silk embroidered table and chair covers, Dacca Muslin dress, Manilla, Chiua and Japanese silk, satin dresses, Rampore chudders, rich Cashmere shawls, China silk cloak and shawl, Cashmere and Cabul dressing gowns, red chudders, China chessmen, &c. Catalogues are ready and the goods are on view.

FOR SALE.

A few barrels Sinclair's Fresh Belfast hams and bacons in canvas.

CRAWFORD & Co.

Bombay, 3th April 1878.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome household furniture, plated, glass, and porcelain ware, a mahogany grand square pianoforte, a four-seated open carriage, a glass fronted miniature Brougham, a Bay and Grey Arab horse, &c., &c., at the Old Secretariat, Fort.

THIS DAY, TUESDAY, the 30th instant, at 1 p. m., Messrs. BENNETT & Co. are instructed to sell by Public Auction

COMMERCIAL INTELLIGENCE

MONDAY EVENING, 29TH APRIL 1878.

THE commercial telegrams of Saturday's date afford no additional information as to the political situation, but the later advices received to-day are generally interpreted as decidedly warlike in tone. People here, however, are beginning to be somewhat careless as to the daily telegrams, and until Parliament re-opens and something of a definite character is forthcoming, we must expect business to remain in astate of suspense.

Consols in London are still quoted at 94⅛, and French Rentes at 109¼, and Enfaced Rupee Paper is unaltered. Wheat to arrive is unchanged, and in Seeds the only movement is an advance of 3d. per quarter in Calcutta Rapeseed both on the spot and to arrive.

The London General Produce Markets are all unchanged, and Reuter's weekly quotations for Indian Exchange Bank shares show a decline of £1 in Oriental and 10s. per share in Chartered Mercantile.

Cotton in Liverpool on Saturday closed dull, the day's sales being only estimated at 5,000 bales, and spot prices, as quoted by Reuter, showed a decline of 1-16d. per lb. all round.

From New York Saturday's telegrams still quoted ready Mid. Uplands at 10⅛ cents per lb., Futures being unnoticed. The receipts at the U. S. ports to date are as follows :—

	1878.	1877.	1876.
Saturday's Receipts	5,000	2,100	2,800
Total since 1st Sept.	4,047,000	3,806,100	3,919,800

Bar Silver in London is still quoted by Reuter at 53¾d. per oz., equivalent to about 1s. 8 11-16d. per Rupee.

The Bank of Bombay return for the week ending on Saturday shows the following changes :—

Public Deposits at H. O.	Inc.	Rs. 1,25,482
Do. „ Branches	Dec. „	83,078
Other Deposits	Inc. „	4,65,040
Government Securities	Inc. „	5,003
Loans	Inc. „	3,58,559
Bills Discounted	Inc. „	7,99,217
Cash with Correspondents	Dec. „	27,716
Cash and Currency Notes	Dec. „	5,74,523

The alteration in the Cash Balance is not important in amount, but arising as it does from a slight increase in the trade demand, it is not unlikely that the Bank may decline to follow the lead of the Bank of Bengal and make no change in their rates of discount on Wednesday. At the same time the outside market is undoubtedly easy, and on good security accommodation is obtainable for a fixed period at 2 per cent under the Bank's official quotation.

STERLING EXCHANGE to-day has been very quiet as regards the extent of business doing, but there has been no movement in rates either way, nor has the future of the market altered. We quote :—

Bank Bills, on demand	1s. 8¾d.	per Rupee.
Do. 6 months' sight..	1s. 8 15-16d.	„
Credits, „ „	1s. 8 15-16d.	„
Documents, 3 „ „	1s. 9d.	„

On Calcutta we have not heard of any fresh business and we still quote demand drafts at par to 1-16 premium ; 60 days' sight at ¼ per cent. discount.

GOVERNMENT PAPER to-day has been dull with very little doing. Buyers have shown no disposition to operate, and sellers have not reduced their rates, although there can be little doubt that the Home advices are generally looked upon as adverse in character. We quote :—Fours, Rs. 93¾ ; Fours-and-a-half, Rs. 93¾ ; Fives-and-a-half, Rs. 102¾.

The SHARE MARKET has been quiet with few fluctuations of any moment, but the tendency, if anything, has been downwards. Banks, Land, and Press Companies are all nominally as last quoted, but in Spinning and Weaving Companies we notice a decline of Rs. 5 in Dhurrumseys.

The COTTON MARKET has been stagnant in the extreme. Not only have the Home advices been against business, but the support of the market has been to a certain extent withdrawn in the fact of buyers having mainly covered their April shipments. Practically prices are Re. 1 to Rs. 2 per candy lower for future delivery, but even at that we have not heard of any transactions of importance.

SEEDS remain unchanged : Linseed at Rs. 6-8 and Rapeseed at Rs. 7-10 to Rs. 7-11 per cwt for Yellow Guzerat.

FREIGHTS may be called a shade firmer for steamers, the rate for Liverpool to-day being £1 11-3 per ton, while for sailing ships £1-7-6 is asked, although rates are still to be had at £1-5. The future of the market, however, depends more than anything else on Government requirements, and until something more definite is known on that point, it is impossible to estimate how rates may go with any degree of certainty.

PIECE GOODS remain quiet at unaltered prices. Both from first hands and the Bazaar the demand continues remarkably sluggish, and the only hope of an improvement seems to rest with the [illegible]

COALS are firm and a strong speculative demand prevails at previous rates. A large business was done late on Saturday in cargoes to arrive and there are still buyers to-day at the same prices say Rs. 22 for distant and Rs. 23 for near cargoes of West Hartley and Cardiff via Cape.

BANK OF BOMBAY.

STATEMENT of the affairs of the Bank of Bombay on the 27th April as compared with the statement issued on the 20th April :—

LIABILITIES.	20th April. Rs.	27th April. Rs.
Proprietors' Capital	1,00,00,000	1,00,00,000
Reserve Fund, invested in Government Securities	21,00,000	21,00,000
Public Deposits at Head Office	72,20,389	73,46,071
Do. do. at Branches.	24,96,538	24,13,460
Other Deposits	1,34,52,938	1,39,17,978
Post Bills	46,624	46,624
Cash Credits, undrawn	4,45,651	5,04,592
	3,57,62,340	3,63,28,725
ASSETS.		
Government Securities	27,51,597	27,56,600
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	20,78,980	20,83,530
Loans on Security of do. do.	39,46,187	40,04,726
Current Accounts, overdrawn	4,724	6,062
Bills Discounted	1,12,08,497	1,20,07,714
Stamps	3,331	3,269
Dead Stock ..... Rs. 5,30,288		
Amount applied in reduction „ 1,75,000	3,55,288	3,55,288
Bullion	4,94,734	4,67,018
Cash Balances with Correspondents ...	1,52,19,022	1,46,44,429
Cash and Currency Notes	3,57,62,340	3,63,28,725

SHIPPING INTELLIGENCE,

AND LISTS OF PASSENGERS BY SEA.

THE S. S. SHADWAN, 993 tons, Captain Kennerly sailed yesterday for the Persian Gulf with a general cargo and 98 deck passengers.

THE S. S. HELIOS, 1,488 tons, Captain D. P. Smith, arrived in harbour yesterday from Calcutta, 18th April, with a general cargo and two deck passengers.

THE S. S. CALDER, 400 tons, Captain G. Nelson, arrived in harbour yesterday from Glasgow, 22nd March in ballast. The vessel is consigned to Messrs David Sassoon and Co.

THE S. S. TRAVANCORE, 1,148 tons, Captain J. C. Harrison, arrived in harbour on the 27th inst. from Cardiff, 16th March, via the Suez Canal, in ballast. The vessel is consigned to Simpson and Co.

THE SHIP NEW ERA, 1,147 tons, Captain C. H. Sawyer, which arrived in harbour on the 28th inst from New York, brought the following cargo :—28,000 cases kerosine oil, 2,000 casks turpentine, 205 cases tobacco, 8 cases butter, 300 boxes and 400 cases sarsaparilla, 402 barrels raisin, 30 cases painkiller, 2 cases bardles, 3 cases chains, and 2 cases machinery. The vessel is consigned to Messrs. Bell, Brandenaurg & Co.

THE S. S. AFRICA, 1,318 tons, Captain J. Paterson, which arrived in harbour on the 28th instant from coast(and Calcutta, with a general cargo and the following passengers :—From Calcutta—Mrs. Paterson. From Colombo,—Mr. Mulinghans and Capt. Gambier. From Cochin—Mr. and Mrs. Verneh. From Tellicherry, Mr. Dookeray. From Mangalore,—Mr. F. DesCrispe, and 83 deck passengers from coast ports.

THE B. I. S. N. CO.'S S. S. MAHRATTA, 505 tons, Captain W. Britten, arrived in harbour yesterday from Negapatam, 21st April, via Galle, in ballast. She sailed yesterday for Coast and Calcutta, with a general cargo and the following passengers :—Major and Mrs. Jamieson, Mr. H. W. Bliss, Rev. J. Kreff, Mr. Vittul, the Chief of Sawant Warree and tutor, and 23 deck passengers.

THE B. I. S. N. CO.'S S. S. OCCONADA, 547 tons, Captain A. Morris, arrived in harbour yesterday from the Persian Gulf, via Kurrachee, with a general cargo and the following passengers :—Col. Carnegy, Mrs. Azavedo, Dr. and Mrs. Hopkins, Captain Gordon, Lieut. Col. Castell, Major Moidoo, and 44 deck passengers. She will sail to-day for Kattywar Coast and Kurrachee, with a general cargo, and 269 deck passengers.

THE S. S. THESSALY, 1,243 tons, Captain F. Harbord, arrived in harbour on the 28th instant from Glasgow, via Liverpool and Suez, with the following cargo :—3,434 plates spelter, 576 packages piece goods, 101 bales twist, 5 rolls lead, 53 cases clocks, 600 tons coals, 67 packages paint, 30 drums oil, 100 casks beer, 1 package glassware, 201 cases soap, 30 cases wine, 100 packages soda, 5 cases umbrellas, and 301 kegs nails. The vessel is consigned to Messrs Graham and Co.

THE SHIP BRITISH STATESMAN, 1,262 tons, Captain E. J. Molony, which arrived in harbour on the 28th inst. from London, 28th Dec., brought a cargo of 880 cases brandy, 865 cases beer, 100 tons coals, 12 cases whiskey, 89 packages oilmanstores, 200 cases geneva, 1,600 casks cement, 500 barrels slum, 200 casks disinfecting powder, 16 bales paper, 8 cases japanware, 200 casks bottles, 24 cases glass, 360 drums oil, 71 kegs nails, 248 cases windowglass, 497 packages tar and some packages merchandise. The vessel is consigned to Messrs Ritchie, Steuart and Co.

THE A. H. LLOYD', CO.'S S. S. ACHILLE, 1,476 tons, Captain F. Forti, which arrived in harbour on the 27th instant from Trieste, 1st April, via intermediate ports, brought thirty-five passengers, and the following cargo :—From Trieste—3,500 cases kerosine oil, 12 packages paint, 241 packages papers, 160 casks beer, 32, cases glassware, 53 cases glass beads, 9 bales piece goods 2 cases tobacco, 19 cases medicine, and 35 packages merchandise. From Jeddah.—10 cases candles, and 42 packages specie, From Aden.—10 packages cotton, 10 packages aloes and 226 bags grain.

DEPARTURE OF THE CHINA MAIL.

THE P. & O. Co.'s S. S. THIBET, 1,671 tons, Captain J. H. Torback, sailed yesterday for China, &c., with China Mails, 1,400½ chests opium, 2,404 bales twist, 367 bales cotton, and general cargo.

ARRIVALS.

April.	Vessels.	Commanders.	From.
28	Thessaly (s)	Harbord	Glasgow.
	Carder (s)	Nelson	Glasgow, Mar 22.
	Mahratta (s)	Britten	Nagapatam, Apr 21.
	Coconada (s)	Morrison	Bussorah, Apr 11.
	Helios (s)	Smith	Calcutta, Apr 15.
29	Serica	Mathews	Liverpool, Dec 31.
	Pehlwan (s)	Nacoda	Bhownuggur.

DEPARTURES.

April.	Vessels.	Commanders.	Destinations.
29	Thibet (s)	Torback	China.
	Khiva (s)	Lee	Aden and Suez.
	Mahratta (s)	Britton	Coast and Calcutta.
	Shadwan (s)	Kennerley ...	P. Gulf.
	Malda (s)	Laug	Malta.
	Madura (s)	Smith	Malta.
	St Osyth (s)	McNabb	Malta.
	Bengal (s)	Rowley	Malta.
	Maravi	Ramsay	Malta.
	Hospodar	Kelly	Malta.
	Helen Scott	Goldworthy ...	Malta.
	Clydedale	Hatfield	Malta.
	Orifiamme	Curphey	Suez.

The Steamer Coconada, to K Coast and Kurrachee, obtained her port clearance yesterday.

The following vessels were entered for loading yesterday :—
Steamer Achille, to Trieste, &c.
Ship Game Cock, to Singapore.

CALCUTTA.

ARRIVALS.

April.			
25	Euphrates (s)	Shiell	Moulmein, Apr 18.
	Commilla (s)	Hutchinson ...	Rangoon, Apr 19.
	Edward Kidder	Park	Boston, Feb 17.

DEPARTURES.

April 25.—Steamer Sir John Lawrence. Ships Willie Reed and Thirlmere.

PASSENGERS.

Per Commilla.—Mr Woolston, Mr Gillespie, Mr Gray, Capt Salvison, Mr and Mrs Kitts and 3 children, Mr Gruse, Mr Phillipi.

MADRAS.

ARRIVALS.

April.			
26	Suzerain	.....	Negapatam.
	Ethopia (s)	.....	Calcutta.

DAILY IMPORTS.—APRIL 29.

FROM LIVERPOOL.

Sicily s—250 bundles sheet iron, Ramchunder Mahadeo and Co. Macedonia s—30 cases ball thread, Ewart, Latham and Co. Livertier—60 packages soda water bottles, Hasuam Ahmed.

FROM LONDON.

Hindostan—8 cases P milk, Bolton and Co ; 12 packages varnish, Ebram Abdoolcurim.

FROM GLASGOW.

Macedonia—24 cases colour, Bhicoo Sazba and Co.

FROM MARSEILLES.

Hindostan—5 cases saffron, A C Dady and Co.

DAILY EXPORTS.—APRIL 29.

FOR LIVERPOOL.

T Mcllellan—900 cwts rapeseed, Odhowjee Nuthoo ; 77 bales cotton, Lalljee Shamjee ; 57 bales cotton, Nursey Jetta.
Merioneth—32 cwts myrabolams, Kalli Brothers ; 201 cwts myrabolams, Keeka Koosal.
Respigadera—1,000 cwts linseed, Heerjee Ludha ; 300 cwts bones and 500 bales cotton, Killick, Nixon and Co.
Ardenclutha—100 bales cotton, Nanjee Dewruul ; 60 bales cotton, Bhugwandass Moolchund ; 50 bales cotton, Peel, Cassels and Co ; 275 bales cotton, Nurree Kesowjee and Co ; 250 cwts myrabollams, Jaitha Pursotum ; 512 cwts myrabollams, Nuthoo Soonderjee ; 170 cwts myrabollams, Newsee Luckmedass ; 29 bales cotton and 28 bales cotton, Mahjee Purmanund ; 100 bales wool, Goculdass Tooiseedass ; 190 cwts myrabollams, Jatta Pursotum ; 104¼ cwts myrabollams, Remington and Co.
Albula s—90 cwts myrabollams and 70 bundles beheda, Joosub Lutiff ; 250 bales cotton, Nusserwanjee Manneckjee and Co ; 200 bales cotton, E Spinner and Co ; 4 bales cotton, Wallace and Co ; 50 bales cotton, Peel, Cassels and Co ; 100 bales cotton, Killick, Nixon and Co.
Harald Hasfager s—8,000 cwts wheat, Finlay, Scott and Co ; 50 bales wool, Lalbidhur Govindjee ; 100 bales cotton, Greaves Cotton and Co ; 200 bales cotton, W Nicol and Co ; 20 bales wool, B I S N Co ; 300 cwts bones, Woomeyhuoy Chandabhoy ; 500 cwts myrabollams, Allimahamed Hassum ; 15 bales wool, Tilcoomull Chiwanlal.

FOR LONDON.

Hindostan s—8 bales carpets, Goolamhoosen Mahamed ; 4 bales hides, Dhurrumsee Velljee ; 6 bales skins, and 25 cwts deer horns, Faizal Mahamed Dams ; 5 bales carpets, Wallajee Lalljee ; 100 bales cotton, Greaves, Cotton and Co ; 86 packages dry ginger and 16 packages coffee, Framjee Cowjee ; 11 bales skins, Dhurmsey Velljee ; 5 bales skins, Allarukia Nuthoo ; 75 bales hides and skins, Forbes and Co.

FOR AMSTERDAM.

Exportér—3,999 cwts linseed, Gaddum and Co.
Loodiana—200 cwts bones, Womerbhoy Chandabhoy ; 1,500 bales cotton, Nusserwanjee Manockjee and Co.

FOR HAVRE.

W H Conner—150 bales cotton, Gaddum and Co ; 200 bales cotton, Vinay and Co.
[illegible] 200 bales cotton, George Lockhart and Co.

FOR MARSEILLES.

St Olaf s—300 bales cotton, Jules, Siegfried and Co ; 1,785¾ cwts linseed, Finlay, Scott and Co ; 225 cwts coffee, 600 cwts groundnuts and 600 cwts gingellyseed, Ewart, Latham and Co.

FOR VENICE.

Achille s—155 bales cotton, Greaves, Cotton and Co ; 155 bales cotton, Knoop and Co.

FOR TRIESTE.

Achille s—300 bales cottoo, Knoop and Co ; 500 bales cotton, W and A Graham and Co ; 1,800 bales cotton, A Blaschech and Co ; 50 bales cotton, Greaves, Cotton and Co ; 800 bales cotton, Jules Siegfried and Co.

FOR GENOA.

Arabia s—200 bales cotton, Knoop and Co ; 1 bale cotton, E Spinner and Co.

FOR HONGKONG.

Thibet s—17 chests wax, Youling Chong ; 8 cases fishmaws, Muncherjee Nowrasjee ; 61 chests opium, E D Sassoon 25 chests opium, Currimbhoy Ebram ; 1 chest opium, Hajee Abdoola Noormahamed ; 5 chests opium, Morarbhoy Vizbhoocun ; 16 chests opium Cursetjee Bomanjee.

FOR SHANGHAI.

Thibet s—11 chests opium, Tarrachund Luckmenarran ; 6 chests opium, Cursetjee Bomonjee and Co ; 4 chests opium, Jusraz Chetram ; 11 chests opium, Hajeemull Nuraingdass ; 10 chests opium, M S Gubbay ; 5 chests opium, E D Sassoon.

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL VIA CANAL.

1221 Albuela, (s), Bradley—Finlay, Muir & Co.

FOR LIVERPOOL VIA CAPE.

1629 Respigaders, Purcell—Killick, Nixon & Co.
1222 Ardenclutha, Duncan—W & A Graham & Co.
1368 Merioneth, Perrin—Killick, Nixon and Co.
1788 T Mcllella, Gibbs—W and A Graham & Co.

FOR LONDON VIA CANAL.

1356 Harold Haarfager (s), Heltberg—Finlay, Scott & Co.
1746 Hindostan (s), Haselwood—Mails, 6th May.

FOR MARSEILLES.

1310 St. Olaf (s), Pedersen—Finlay, Scott & Co.

FOR HAVRE.

1379 Palm (s), Murray, N. Manuckjee & Co.
1496 W. H. Conner, Pendleton—W Nicol & Co.

FOR MAURITIUS.

288 Isabell, Williams.

FOR AMSTERDAM.

1370 Exporter, Brooke—Farnham & Co.
496 Tamora, Stocomb—Nanabhoy and Sorabjee.

FOR BUSSORAH.

993 Shadwan (s), Kennerley—The Persian &c. Co.

FOR ZANZIBAR.

260 Africa, Nacoda—Dharia Topun.

FOR GENOA, &c.

784 Arabia (s), Serra—C. Grondons.

FOR TRIESTE.

1520 Achille (s), Forti—A, Lloyds & Co.

FOR JAVA.

790 Southern Queen, Richard.

FOR KURRACHEE.

658 Scottish Chief, Clasper—W. Nicol & Co.

FOR BREMERHAVEN.

1200 Orthes, Macfarlane—Finlay, Muir & Co.

FOR PENANG AND TUTICORIN

469 Krung Threp, Dhrusen—Sir C. Forbes & Co.

FOR SINGAPORE.

1119 Gamecock, Mitchell—D. Morwanjee & Co.

FOR SAN FRANCISCO.

1588 Alexander Yeats, Dunham.

FOR TRANSPORT SERVICE.

781 Adria (s), Stewart—P and O Co.
1413 Aros Bay (s), Willis—W & A Graham & Co.
1495 Brambleby, Gibby—Finlay, Muir & Co.
1292 Bi-un Johnson and Wyllie—B. I. S. N. Co.
1310 Bangalore (s), Stead—P. & O. Co.
1362 Citadel, Magee—Nanabhoy Dubash.
1229 Dunan (s), Shortland—B. I. S. N. Co.
1490 Cape St. Vincent, McBride—W. and A. Graham & Co.
1207 Hannibal—Fliman.
1199 Hindostan, Lowe—Finlay, Muir Co.
1452 Macedonia (s), Laird—W. and A. Graham & Co.
861 Marina (s), Ramsay—W. & A. Graham & Co.
1269 Malda (s), Lang—B. I. S. N. Co.
1270 Narcissus, McIntosh—Ritchie, Steuart & Co.
1830 Nankin (s), Brace—Sir C. Forbes & Co.
1189 Seaforth, Woodward—The Captain.
1383 St. Mildred, Murray—Finlay, Muir & Co.
1390 Suez (s), Flindt—James Mackintosh & Co.
1343 Trinacria (s), Hutchison—W and A Graham and Co.
1262 Victoria Cross, Oliver—Ritchie, Steuart ; & Co.,

NOT FIXED.

508 Asterion, Benson.
821 Agra, Rose—Ritchie, Stewart & Co.
972 Alboto (s), Brown—McCulloch, Beyts & Co.
984 Benvairlich (s), Evans.
1150 Bolton Abbey, Glover—Finlay, Scott and Co.
1490 Cannanore, Miller—W. Nicol & Co.
1430 Cora (s), Coombe—The Captain.
881 Cape Finn, re, Robertson—Knoop & Co.
1117 Duke of Edinburg, Mitchell—Finlay, Muir & Co
675 Dumloe, Urc.
1401 Frank Flint, Evans.
1414 Frank Pendleton, Nichols.
1443 Ganos (s), —Finlay Muir & Co.
1293 Golconda (s), Seaton—P. and O. Co.
1431 Garibaldi, Fletcher—Farnham and Co.
448 Hesperia, Billett—Ritchie, Steuart & Co.
296 Hawthorn, Mead—Bell, Brandenburg and Co.
874 Hallamshire (s), Sanderson—D. Sassoon & Co.
1528 Hutton (s), Hodges—Killick, Nixon & Co.
1064 Henrietta, Kellie—M. Nusserwanjee.
1401 Inverleven, Cromwell—Finlay, Muir & Co.
356 Isabella, Merriman.
1283 Jerusalem (s), Peel—Finlay. Muir & Co.
1454 Knight of the Garter, Hamond—Killick, Nixon & C
1076 Lumley Castle (s), Brown.
495 Loochoo, Scarlett—Knoop & Co.
1260 Lennox, Malcolm—The Captain.
1180 Moel Eilion, Prechard—Wallace and Co.
1287 Nesrchus, Baxter—Farnham & Co.
392 Orthe, Hoare.
1199 Orissa, Wright—Finlay, Muir & Co.
973 Persia, Jones—The Captain.
854 Professor Mahn, Lampe.
757 Queen of the Age, Cooper.
326 Rose, Darius.
1543 Raphael, Shorman—Farnham & Co.
1288 St. George (s), Johnson.
1757 Shakespear, McGregor.
1292 Storm King, Reed.
1440 Saratoga, Kendall.
1630 Twilight, Delargy—Edward, Beyts & Co.
673 Tottcombe, Hamilton.
498 Valkyrien, Claproth.
1246 Winona, Bray—The Captain.
1402 Zabiks, Riddell—Glandstone, Wyllie & Co.
709 Zephyr, Morrell—W. Nicol & Co.
1743 Atalanta (s), Tillsow—W Nicol and Co.
1152 Burgos (s), Curzon.
1262 Britishman Statesman—
460 Carder (s), Nelson—David Sassoon and Co.
1489 Helios (s), Smith.
380 Jeanne, Faris.
706 Koina (s), Morrison—Essa Bin Califa.
1103 Leverrier (s), Scott—W and A Graham and Co.
1147 New Era, Sawyer—
567 Picton Castle, Bate.
1243 Thessaly (s), Harbord—W and A Graham and Co.
1148 Travancore (s), Harrison—

ROYAL NAVY AND BOMBAY MARINE.

874 Abyssinia (s), 4, James—(Harbour Defences.)
1107 Magdala (s), 4, James—(Harbour Defences.)
417 Manora (s), Captain.
454 Teazer (s), 4 Wodehouse,

VESSELS EXPECTED AT BOMBAY.

SHIPS FROM HOME PORTS.

1549 Anglo-India, Everitt—Liverpool, Dec. 3.
1071 Bellstane, Hughes—Liverpool, Dec. 7.
867 Benmohr, Bowker—Liverpool, Dec. 9.
1192 Escombrera—Shields, Dec. 12.
1273 Alexandrovna, Churchill—Liverpool, Dec. 17.
984 Coldstream, Walker—London, Dec. 18.
1128 Lillian, Dick—Cardiff, Dec. 19.
1180 Allegiance, James—Cardiff, Dec. 20.
902 Khimjee Godowjee, Baily—Liverpool, Dec. 21.
923 Staffa, Rennie—Liverpool, Dec. 21.
536 Hope, Cromur—Sunderland, Dec. 21.
1499 Minster, Lane—Liverpool, Dec. 22.
1147 New Era—New York, Dec. 22.
1244 Rajpoot, Andrew—Liverpool, Dec. 25.
1799 Ernie Isle, McFee—Liverpool, Dec. 25.
763 Beech Holm, Sorenson—Wear, Dec. 26.
370 Emperor, Johnson—Sunderland, Dec. 26.
1930 R. B. Fuller—Penarth, Dec. 29.
1286 Valley Forge—Boston, Dec. 29.
803 Comorin, Mayor—Sunderland, Jan. 1.
1520 Sandhurst, Pearce—Glasgow, Jan. 1.
1262 British Statesman, Sexton—London, Jan. 1.
913 Serica, Mathews—Liverpool, Jan. 1.
467 Indiana, Drummond—Liverpool, Jan. 4.
824 C. A. Beyles, Alexander—Liverpool, Jan. 4.
2448 Simla, Barr—Clyde, Jan. 4.
905 Aberfoyle, Dunanioy—Liverpool, Jan. 7.
1499 Stockbridge, Laing—London, Jan. 8.
1244 Lorenzo, Risso—Glasgow, Jan. 8.
1691 Mysore, Dickie—Liverpool, Jan. 8.
1182 Pegasus, Powell—Liverpool, Jan. 8.
1036 Lissie Bell, Linton—Sunderland, Jan. 10.
1460 Knight Templar, Yeo—Glasgow, Jan 10.
966 Dochra, Spalding—Liverpool, Jan. 11.
1147 Annie Read, Crowell—New York, Jan. 16.
1175 Ravenstondale, Jack—London, Jan. 19.
1075 Loch Ranza, Lamont—Glasgow, Jan. 21.
1468 Reaper, Poole—Liverpool, Jan. 29.
1284 Jeanie Douglas, Jaspers—London, Jan. 29.
1080 Glandinorwig, Lewis—Penarth, Jan. 29.
1146 Europa, Thesen—Cardiff, Jan. 30.
730 Charles T. Russell, Hamilton—Liverpool, Feb. 2.
865 Drumadoon, Perry—Liverpool, Feb. 2.
1121 Rhodda, Legg—Liverpool, Feb. 4—Put back leaky.
1041 County of Kinross, Clyde, Feb. 4.
1559 Battle Abbey, Banks—London, Feb. 6.
1499 Thomas Hillyard, Campbell—Liverpool, Feb. 9—R. C. S. D.
1340 Prince Charles, Jeffreys—Liverpool, Feb. 18.
2058 Bates Family, Dougall—Newport, Feb. 23.
990 City Camp, Clark—Liverpool, Feb. 26
970 Sydney Eggers, Davison—London, March 3.
962 Timour, Robbins—Liverpool, March 12.
1047 Dinapore, Hansen—Liverpool, March 13.
1311 Jason, Richardson—Clyde, March 21.
1311 Yarkand, Callander—London, March 21—Q. M. V. G.
1399 Lady Dufferin, McFee—London, March 22.
2377 Morning Light, Chaston—Liverpool, March 23.
1735 St. Enoch—Dundee, March 26.
1372 Prince Rudolph, Brass—Liverpool, March 26.
1497 Culzean, Fernie—Clyde, March 26.
1262 William Douglas, Douglas—Liverpool, April 3.
1317 Berengaria, Littlejohn—Clyde, April 3.
490 Stornoway, Storm—Liverpool, April 3.
1259 Charlotte Gladstone, McLaren—Liverpool, loading.
1256 Carteburn, Hunter—Liverpool, loading.
965 Contest, James—Liverpool, loading.
1213 Princeport, Brown—Liverpool, loading.
2100 Red Cloud—Boston.

FROM OUTPORTS.

698 Shah Jehan, Halwood—Mauritius, Feb. 13—Put back leaky.
520 Thomas Wood—Moulmein, March 10.
1526 Fannie, Tucker—Calcutta, March 15.
980 Pasyrus—Moulmein, March 15.
375 Zodiac, Ramsdale—Chittagong, March 20.
456 Nonpareil—Moulmein, March 20.
1421 Lanarkshire, May—Rangoon, March 23.
1440 Inspector, Erskine—Bussorah, March 23.
1373 Tintern Abbey—Moulmein, March 22.
1275 John O'Gaunt—Calcutta, March 26.
1257 Cæsarea—Moulmein, March 28.
1168 Howden—Rangoon, April 2.
1230 P. F. Webster—Rangoon, April 11.
1354 Oimara, Simpson—Calcutta, April 12.
915 Whiteadder—Bassein, April 12.
1488 Eildenhope, Fiets—Calcutta, April 16.
1116 St. James—Calcutta, loading.
1439 Falstaff—Rangoon, loading.
499 Fluellin—Bassein, loading.
1040 Beau Monde—Moulmein, loading.
967 Lady Melville—Moulmein, loading.
1249 Arundel, Profumo—Moulmein, loading.
1329 Galloway, McKinlay—Mauritius, loading.
943 Nesutan—Moulmein, loading.

STEAMERS.

SHORTLY DUE.

1048 Francois I.—Calcutta—Left Suez Canal March 16.
838 Austin Friars, Clark—Calcutta via Tuticorin—Left Suez Canal April 10.
400 Calder, Nicholson—Clyde—Left Suez Canal April 12.
1244 Thessaly, Harbord—Liverpool—Left Suez Canal April 15.
1037 China, Alderton—Southampton—Left Suez Canal April 15
—Malta, 13th May—Aden 23rd April.
1488 Helios, Smith—Calcutta—Left Suez Canal April 18.
1022 Zeal, Court—Liverpool—Left Suez Canal April 20.
821 Virginia Schillizzi, Anderson—Cardiff—Left Suez Canal April 22.
1194 Scots Greys, Hollaway—Cardiff—Left Suez Canal April 22.
1018 Good Hope, Rainton—Moulmein.
1368 James C. Stevenson—Calcutta.
989 Ben Venue, Kidner—Calcutta.
1255 Enshleigh, Stevenson—Calcutta.
929 Scio, Scarborne—Bombay.

EXPECTED.

1190 Australia, Bozzoni—Genoa, April 2.
863 Craigforth, Farmer—Liverpool, April 13.
1668 Celia, Holmes—Liverpool, April 18.
1347 Branksome Hall, Brand—Liverpool, April 20.
1160 Bernina, Allen—London, April 20.
1375 Mangrove Liverpool, April 20.
1296 Galatea, Liverpool, April 25.
2092 Khedive, Stewart—Liverpool.
1738 Europa—Liverpool.
2146 City of Manchester—Liverpool.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA,
BOMBAY, 28th April 1878.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m., and 10 p.m.

Barometer corrected 32 deg. Fah	29·807
Temperature of the Air.....	85°5
Wet Bulb Thermometer.....	80°3
Dew Point	78°6
Relative humidity of Air	0·802
Extent of cloudysky (the whole sky clouded—8).	1·4
Maximum temperature of air (read at 6 p.m.).....	90°5
Minimum do. do. (read at 2-30 a.m.).	80°3
General Direction of wind	WSW, W, NW, W, WNW WSW, W, WSW, W.
Movement of wind in 24 hours.....	177.

HIGH COURT.—APRIL 30.

(Before the Honourable SIR CHARLES SARGENT.)

LONG CAUSES.

703-76—Pestonjee K—Perozshaw Cowasjee P vs Cursetjee Nusserwanjee C and others—Shapurjee and T.—Part heard.
631-77—Jefferson and F—Dhunjee Mowjee and another vs Mahomed Ally Abdool Ally—Lynch and Tobin.
515-77—Lynch and T—Govindass Boolakidass vs Joravermul Heemutram and others—J C Cama and Macfarlane and G.
415-77—Jefferson and P—Mahomed Hajee Ally vs The Frere S and W Co, Ld—Macfarlane and G.

(Before the Honourable MR. JUSTICE BAYLEY.)

"For Further direction and Cost of Commissioner Report.
472-76—Jefferson and P—W N Less vs M Mull and another.

LONG CAUSE.

668-77—Balcrishna and B—Radhabai vs. Bai Bapoo and others—Cawford and B—Inperson.

(Before the Hon. MR. JUSTICE GREEN.)

AT 3 P M.

FOR JUDGMENT.

606-77—Remington H and C.—Vanorebai vs. Damaji Bapooji—Khunderao M.

(Before the Honourable MR. JUSTICE] PINHEY.)

SHORT CAUSE.

638-76—In person—Dayabhoy Sapedass and others vs Nemchund Keshershund.
619-77—Rimington H and C—James Thorbund vs Rajubally Jewahoy.
774-77—Tyabjee and S—N Shaik Dawood vs Mohedien Khan bin Mahomed &c, and another.
801-77—In person—Bhugwandass Pranjeewandass vs Jugjeewandass Hemjee.
135-77—Shapoorjee and S—Tohkersey Khetsey and others vs Chandabhan Navulram.
145-77—Khunderao M—Dhunjee Cokerda vs Succaram Wapoodew.
182-77—Lynch and S—Frank Asquith vs James Frederic Hoor.
183-77—In person—Oodhowjee Meghraj vs Ghanshamdass Heerasund.
194-77—Tyabji e and S—Cassumbhoy Dhurrumsey vs N Mervanjee Panday and others—Remington H and C.
203-77—Jefferson and R—Fazul Laljee and another vs Mahomed Hajee Ally.
205-77—Rimington H and L—William Curtes vs Dadabhoy Rustomjee Appoo.
206-77—Prescott and W—Raneebai vs Muncherjee Nusserwanjee and others.
207-77—Crawford and B—Merwanjee Ualajee vs Kerbadjee Hormusjee—Tyabjee and S.

NEW LONG CAUSES.

81-78—Rimington, H and C—Nusserwanjee Merwanjee Panday vs Cassumboy Dhurrumsey—Tyabjee and S.
88-78—Lynch and T—The Alliance S and W Co, Ld vs Desai Nagurjee M—Rimington, H and C.
94-78—Prescott and W—A Renaud vs Premjee Shewjee and another—Rimington, H and C.
93-78—Prescott and W—Stephane Renand vs Oomedram Doolubhram—Rimington H and C.
113-78—Macfarlane and G—Marwadi Pacha Teja vs Memon Ebrahamn Hoosen Bhanbhukur—Summary suit.
621-77—M H Khan—Chabaldass Wallabdass and others vs Lalbhai Vullubhai—Fletcher and S.
660-77—Tyabjee and S—Bai Luckmibai vs Sha Moolchund Khoobchund and others—Powell W and Ardaseer and H.
753-77—Shapurjee and T—Huridass Valjee vs Dewkavahoo alias Megbai—Shamrao P.
125-78—Khunderao M—S Gosman bin Sullamon vs S Cassum bin Moonshi,—Tyabjee and S.
126-78—Jefferson and P—Oomerbhoy Chandbhoy vs H Ardasir Cursetjee—Inperson.
128-78—In person—P Gowar Mehta and others vs M Nang Mahtra Jefferson and P.
131-78—Craigie, L and G—James Bevis and others vs Archibald Buchanan and others—Prescot and W.
134-78—Khunderao M—Luxumibai vs Ramchund Wassoodew and another.

MILITARY INTELLIGENCE.

ARRIVALS.—APRIL 27.

Browne, Lieut-Col, R E, on furlough, from Rawal Pindee.
Kerr, Major, 7th R Fusiliere, on leave, from Belgaum.
Pochie, Lieut, 7th R Fusiliers, on leave, from Belgaum.
Young, Surg, on duty, from Belgaum.
Spooner, Vet Surg, on duty, from Belgaum.
Lawe, Capt, R A

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

REPORTED DESPATCH OF A SQUADRON TO THE BALTIC.

LONDON, APRIL 28.

It is reported that it is the intention of the British Government to despatch an Ironclad squadron to the Baltic Sea.

The *North German Gazette* of Berlin states that such a measure would affect neutral interests and complicate the situation.

RECALL OF THE GRAND DUKE NICHOLAS.

ST. PETERSBURG, APRIL 28.

The Grand Duke Nicholas has been recalled from San Stefano on account of ill-health. General Todleben replaces him as Commander-in-Chief of the Russian Army, and will assume command to-morrow.

THE SITUATION.

LONDON, APRIL 29.

The situation still remains uncertain, and negotiations between the Powers continue.

STEAMER MOVEMENTS.

PORT SAID, APRIL 29.

The B. I. S. N. Co.'s steamer Java, homeward bound from Persian Gulf and Kurrachee, left here yesterday.

SUEZ, APRIL 29.

The B. I. S. N. Co.'s steamer Chyebassa, homeward bound from Calcutta, &c., left here yesterday.

LONDON, APRIL 27, AFT.

The Liverpool Cotton Market closed dull.

The London Cotton Market has been quiet but steady.

Fair Dhollera	4⅞
Exchange on India, 60 days' sight..	1-8⅝
4 per cent. Rupee Paper	80½
4½ per cent. do.	81
5 per cent. do.	89⅜
3 per cent. Consols for Account	94⅝
5 per cent. French Rents, 1872	106½
Oriental Bank Shares	£39
Chartered do. do.	£23
Do. Mercantile Bank Shares..	£27-10
Hongkong and Shanghai	£38
Bar Silver	53⅞

Arrival.—Zerbino.

Departure.—Australia and Castore.

THE INDIAN EXPEDITIONARY FORCE.

DEPARTURE OF THE FIRST DETACHMENT OF THE EXPEDITION FROM BOMBAY.

EARLY yesterday morning, the streets of Bombay were astir with military movements. At five o'clock the Ghoorkas embarked from the Carnac Bunder on board the St. Osyth. Those who saw them and knew of their reputation for pluck, which they have displayed as conspicuously in the defiles of Affghanistan as on the bloody Ridge at Delhi, where they defended Hindoo Rao's House, were astonished at their Mongolian type of features, their short stature, and their terrible looking "kookras" (or knives) which, we are afraid, will be of very little use in modern European warfare. They appeared to be in excellent spirits, and not a bit depressed by the fact that their rifles are shorter than those which are dealt out to the corps of ordinary height. Early in the forenoon stray parties of troops marched through the town, to the strains of fifes and the beat of drums, which now and again were exchanged for blasts of trumpets playing in unison, so that they looked on the whole like recruiting detachments—which perhaps they really were, as many a shabby-dressed but stalwart looking native followed in their train, looking full of delight at the insignificant part he was playing in the martial retinue.

At twelve o'clock noon, the Final Committees of officers started from the Apollo Bunder to inspect the different ships attached to the expedition and see that everything was in readiness. They visited the Maraval, the Hospodar, the Helen Scott, the Oriflamme, and the Clydesdale, the steamers Madura, Malda, St. Osyth, and Bengal, and on the whole were gratified with what they saw. The troops appeared to be comfortable, and the horses to have settled down to their new life between decks in a placid state of contentment mixed with a little bewilderment. Some dissatisfaction was expressed about the condition of the officer in command of the Clydesdale, but this was the only fly in the pot of ointment, so far as we have been able to ascertain, and at an early hour in the evening the ship was allowed to proceed to sea all right.

Also at twelve o'clock noon the ships engaged in the expedition began to drop down to the mouth of the harbour, so as to get clear of the rest of the shipping and allow the steamers that were to tow them plenty of room to pick them up. As they passed the ships and steamers on their route, their troops cheered—nay, yelled with delight—and responsive cheers were sent back to them with a will. The troops had no reason to believe that they were being allowed to leave India without a recognition of the importance of the service upon which they have been despatched, for thousands of lusty throats shouted the "God speed" on behalf of all India. The Final Committee noted that all the troops, especially the Europeans, appeared to be in remarkably good spirits. Chaff and banter were the reigning despots, and many an exultant threat was heard muttered against the blank-blank Rooshians!

In he Dockyard, in which up to a late hour last night the forges were at work, with hundreds of men moving among masses of heated metal, there was enacted a little scene full of a certain amount of pathos and a great deal of the ludicrous. The *syces* attached to the horses of the troops went off at an early hour in the day. Their sweethearts, wives, and families were assembled to bid them good bye. There was many a sob heard there, many a sigh, many a hope uttered that Rama would bring the soldiers safe back again over the mysterious "black water." Poor Jack Sepoy, heavily attired in thick boots and stockings, blundered into strange attitudes as he returned the embraces of those who were weeping over him; but he never lost his hopefulness. When all the *syces* had gone off, there was a melancholy band of mothers, wives, and children remaining behind, wiping their eyes, or waving a bit of rag in token of God speed; but this sorrowful episode of the soldier's life was soon over, and when the barges were lost to sight the crowd of mourners slowly left the Dockyard, though not without casting many a look behind at the harbour, in which everything seemed now bright and cheerful in the dazzling sunlight.

In the afternoon, there was a strange hubbub at the Apollo Bunder. Hundreds of creaking bullock carts were there, and the owners of the animals did not spare their lungs as they tried to urge their animals forward. Police sepoys rushed hither and thither, inspired with a noisy officiousness, and here and there a European officer added his commands to swell the din. At five o'clock a vast crowd of natives and Europeans had assembled in the hope of seeing the first of the Expedition departing; but so great was the crush and confusion that carriages were not allowed on the pierhead, and their occupants had to stroll forward on foot if they wanted to see what was to be seen. There were thousands of natives there, straining their eyes seawards to catch a glimpse of that wonder of wonders—an Indian Military Expedition for Europe; and the collection of European officers and private European gentlemen was almost equally great. There was Sir Richard Temple in the midst of a group of officers; there was General Aitchison, conversing with Generals Burrows and Ross; and alongside, the coolies were perspiring, groaning, and shouting as they attempted to unload in all haste those bullock vehicles which were still found to be loaded with commissariat stores. The bustle of the scene was something to be remembered. Some little extra excitement was caused by the attempt to lead somebody's horse down the bunder steps for embarkation. *Syces* chattered, *syces* pulled, and sepoys yelled behind the noble beast, but it positively refused to go down to the sea, and at last the attempt had to be abandoned.

The question of first importance among the group of officials who were gathered in the centre of the pierhead was, Would the expedition be able to get away after all that night? Doubt was soon put to an end. The expedition staff bade Sir Richard Temple good bye, and took a steam-launch for the St. Osyth. At about half past six, the steamer Bengal got up steam, hawsers were fixed to the Oriflamme, and the twinkling lights of the pair were soon seen moving out to sea in the darkness that had set in. At about eight o'clock, the St. Osyth—with her two transports in tow—followed the Bengal. Shortly afterwards she was followed by the Madura, towing the Hospodar. The British India Co.'s steamer Malda attempted to follow the St. Osyth, but unfortunately the hawser attaching her to her transport ships gave way, and she had to abandon any attempt to leave Bombay before this morning. However, the first of the expedition has gone, albeit in darkness, and we hope it will soon be able to return to India with a bright halo of success surrounding it. The whole of the staff attached to the expedition left in the St. Osyth.

Captains Searle and Brebner saw the St. Osyth, the Bengal, and the Madura leave the harbour, and were in attendance upon the Final Inspecting Committee all day long.

The embarkation of the Bombay and Bengal artillery, which had been fixed for to-day has been postponed, but no time will be lost in carrying out the original programme.

Thanks to the splendid co-operation of the Departments and of many non-official firms and workshops, all preparations have been made with the utmost completeness, though a severe strain was put on the Commissariat a few days ago by the receipt of orders to fit out the ships with five instead of two months' supplies of ghee and other stores which cannot be obtained in Europe.

COLONEL CARNEGY, of the Marine Battalion, who was sent up the Persian Gulf and as far as Bagdad on a special mission some little time ago by the Indian Government, returned to Bombay yesterday.

A NUMBER of Bombay regiments, in addition to those proceeding to sea this week, have been warned to be in readiness for active service. The Bombay Government, though not inviting tenders for more shipping, receives any that are sent in. We understand that arrangements have been made with the agents of the Ducal line of steamers, running to Calcutta, to take up all these ships for the public service if they are wanted.

THE Governor of Bombay has done a great deal of good by subjecting the Commissariat Department to a very rigorous personal supervision, and introducing into it several outsiders who are not bound, as regards contractors, by the traditions of the Department. He has also completely outwitted some mercantile speculators in coals by arranging with the G. I. P. and B. B. and C. I. Railway Companies to supply the steamers of the transport fleet with coals at cost price.

THERE is much lamentation in Bombay over the rape of the tanks, which Sir Richard Temple had removed surreptitiously in the night. It seems an absurdity that troops should be unable to go to sea nowadays unless they have their water carried in iron tanks, considering that wooden tanks keep the water sweeter, and have been used by all the navies of the world from the beginning of time up to about ten years ago. We believe that the authorities of the Bombay and Baroda Railway had the greatest difficulty in persuading the Government to run the risk of using a few wooden tanks—so true is it that the prejudice of progress is sometimes as obstructive as the prejudice of conservatism. The real reason for the seizure of the Municipal tanks was, however, we believe, that a serious miscalculation had been made as to the quantity of water required for the shipping, and that at the last moment it became necessary to get more tanks at any cost or risk. Moreover, of upwards of 100 tanks supplied by a rascally native contractor, nearly one-half were found to be unfit for use. No doubt, it is intended that the Municipal tanks shall be replaced by new tanks which are now in process of construction but which will not be ready till the expedition has sailed, but we think the Municipality should insist on being paid for its tanks at the rate allowed to ordinary contractors, in which case it would realize a handsome profit on the transaction.

A CIRCULAR order was issued yesterday, directing the officers of regiments proceeding on service to take with them their full parade and mess kits, as these can be stored at Malta if the force is sent on active service.

THE 22nd N.I. arrived yesterday morning from Ahmedabad to relieve the 9th. The latter regiment have gone into tents on the Esplanade near the Race Course, and were inspected on the Parade Ground by H. E. Sir Charles Staveley, Commander-in-Chief. The regiment embarks from the Apollo Basin, between the Apollo Bunder and Grant Buildings, to-morrow morning at 8 o'clock, and its departure will be made the occasion of a lively popular demonstration. The bands of the 66th and the Marine Battalion, as well as that of the Volunteers and the 9th's own band, have asked to be allowed to play the regiment down from their camp to the Apollo Bunder, and the Governor, the Commander-in-Chief, and most of the European population of Bombay will be present either at the bunder or *en route* to bid the 9th a hearty farewell.

WE regret to hear that the Sergeant Major of F/2 Battery R. A. died yesterday of cholera. There have been in all four fatal cases in this Battery, and one in Major Shortland's Battery, M/1. It was feared at one time that the medical authorities would insist on having another Battery telegraphed for to take the place of F12, and Major Ward and the other officers were sorely chagrined at the prospect of being denied the chance of going on active service; but the Government decided to run the risk of sending the Battery forward, and it accordingly proceeded to sea yesterday evening.

WE understand that many instances of the enthusiasm of Her Majesty's native troops for foreign service have been brought to the notice of the authorities since the publication of the orders constituting the Malta force. As an example, many of the men of the 9th Cavalry, who had started upon furlough, immediately turned back, and there was great emulation among them as to who should not be left at the depôt. The 10th Cavalry are stated to have expressed keen gratification at their regiment having to give a squadron to complete the 9th. Equal enthusiasm was shown by the 13th Native Infantry at Agra, whilst the 6th Native Infantry at Lucknow, and other regiments not under orders for foreign service, immediately volunteered.

THE name of the officer appointed Deputy Judge Advocate with the Expeditionary Force is Captain M. Clementi, of the Bengal Staff Corps, not Clements, as misprinted in yesterday's *Bombay Gazette*.

WE understand that Surgeon Byramjee Nusserwanjee Coyajee, who has been recently brought on the Bombay Medical Establishment, has been ordered to hold himself in readiness to proceed with the expeditionary force destined for Malta.

THE two companies of Madras Sappers left Poona at 7-45 p.m. yesterday, with 7 officers, 155 men, 77 followers and 6 horses; and H. M.'s 26th N. L., with 9 officers, 715 men, 167 followers, 9 horses also left at 9-15 and 10-15 p.m., in two specials. The ammunition special train left on Sunday at 5-15 p.m.

THE Head Quarters of H. M.'s 1st Bombay Light Cavalry left Poona by special trains on Sunday for Bombay, and arrived here yesterday. The first left Poona station at 7-10 p.m., with 48 horses, baggage, one European officer, 46 sowars and 40 followers. The second left at 8 30 p.m., with 51 horses, one European officer, and 48 sowars. The third left at 10 p.m., with 34 horses, 12 ponies, 12 bullocks, 4 European officers, 48 sowars and 40 followers.

IT is rumoured in Poona that H. M.'s 2nd Queen's Royals is ordered to be in readiness to join the expedition.

BRAND new long sabretaches used by the Cavalry of the Line have been dealt out to the men of the 1st Lancers. As the special trains conveying the men to Bombay left the Poona station, they gave three loud cheers. The men seemed delighted to go off to Europe.

THE movement of troops goes on as fast as the work can be done by the railway companies. The special trains with the Madras Sappers and Miners from Madras left Poona yesterday. The enthusiasm of the native troops increases, and the men of the native regiments are asking each other why they are left behind. A sepoy said to us, "We must die sometime, and there is great *abroo* in dying in the field in defence of the Sirkar; we do not know why we are not taken and other regiments are taken to the *luddai*. It is necessary for us to be allowed to go also."—*Deccan Herald*.

DEPARTURE OF THE SAPPERS FROM BANGALORE.

(*Madras Mail*, April 27.)

YESTERDAY morning, the "G." and "H." Companies of the Queen's Own Madras Sappers left Bangalore by special train at 7-15 for Bombay, *en route* for Bombay, to join the Field Force there. The men in the march from their barracks to the station were accompanied by the bands of the Artillery and 14th Hussars, both of which were kindly lent by their respective regiments for the occasion. After the usual amount of hurrying scrimmage, the train moved slowly out of the station, and as the engine started the band played "God save the Queen," which was acknowledged by a long and continued "hip hip hurrah" from the departing Sappers. One musical bugler struck up an inspiriting tune on a comb and paper, and several of the men assured the assembled spectators that they were going to "fight the Russians," in a tone implying that the Russians had better look out. In the companies there were some old men, who certainly would be more comfortable in Bangalore than in the Balkans, but it is understood that these men positively declined to allow their places being taken by younger men, on the ground that they had fought before for the Queen and that they wanted to do so again. The greatest enthusiasm apparently pervades the men, all of whom are anxious to be off to "service." The evidences of a loyal and martial spirit existing in the Madras sepoy, and which has been so gratifyingly developed by the events of the last fortnight, should be noted and remembered (if possible) by those high officials who are ever ready to snub, decry and disband the Madras soldier.

The officers accompanying the Madras Sappers are Colonel Prendergast, Captain Hamilton, Lieutenants Wilkieson, Ellis, Connor, Lindley, Attree, Grant, and Dr. Lee. On the platform was assembled a large gathering of "society," the members of which showed much sympathy with, and enthusiasm for, the departing warriors.

Besides the nine officers, each of whom takes a horse, the strength of the two Companies is: 12 European serjeants, 4 natives officers, 2 hospital assistants, 250 Rank and File, 33 dooly bearers, 30 public followers, 26 private followers. Part of the siege train left Madras for Bombay yesterday by special train, and part went with the Sappers from Bangalore yesterday morning. It is expected in Bangalore that other Companies will follow, and all the men are most anxious to go. There were hundreds of volunteers to fill the few vacancies existing in the two lucky Companies, first on the roll for service, and these had to draw lots to settle who should go. There was an exciting scene over this, the men being most particular in seeing that everything was carried out in a regular and strict manner, so that no one should have a better chance than his neighbour in drawing one of the few prizes. A "blank" had a hard time of it, as far as chaff goes, and a lucky "service" always got a cheer.

We learn that Her Highness the Begum of Bhopal, hearing of the despatch of troops from India on foreign service, has offered the whole available force of the Bhopal State for foreign service.

MR. C. BERNARD, C. S. I., has been appointed to officiate as Secretary to the Government of India in the Home Department.

A BREACH of regimental discipline in the 31st Bengal N.I., which under ordinary circumstances would not have attracted attention beyond the military authorities whose duty it is to take cognisance of such matters, happend to occur about the time the regiment was put in orders for foreign service. Owing to some misstatements or exaggerations, a rumour seems to have got abroad that the affair was in some way connected with the ordering of the regiment on foreign service. We are authorised to state there was absolutely no possible connection between the two things. On the contrary, the spirit displayed both by the 31st and by every other native regiment under orders has been most admirable, and His Excellency the Commander-in-Chief has, we understand, expressed himself more than satisfied with the ardour and devotion of all the troops. The circumstances which gave rise to the calumny has been enquired into by the military authorities and dealt with in the ordinary way.

AMONGST the proposals which the Government of India are desirous of having brought forward at the Telegraph Conference which is to be held in London in July next, is one which relates to the substitution of a letter for a word tariff. This, with other proposals, has been communicated to the Indo-European and other telegraph companies, who are decidedly opposed to it. It is objected that a letter tariff would result in serious loss of revenue to the companies, and that it would lead to a system of letter code and packing which would defy every tariff that it would be possible to impose, and ruin the companies for a series of years until they learned to overcome the difficulty. In fact, with their present experience the companies do not desire to receive single letter telegrams at any price.

THE 4th Hussars, who have been in India upwards of ten years, have received orders to be in readiness to embark immediately for Europe.

A CORRESPONDENT of the Agra paper, writing from Lucknow, says, that the 85th King's Own Light Infantry have been warned to hold themselves in readiness to march at a moment's notice for Malta. The 4th Native Infantry have enthusiastically proffered their services to proceed to the same destination.

IT is stated that the Marine scheme, which Admiral Bythesea has been so long hatching, and on which several committees have sat and pondered, will be carried out in connection with the Master and Servants' Bill.

THE introduction of saw machinery into the Kanara Forests, which is due to the recommendation of Colonel Peyton, Conservator of Forests, has been followed by most satisfactory results—practically as well as financially. Considerable economy is effected in felling, as there is no longer the waste in chips which resulted from the use of the axe. The machines also utilise much timber which the axe failed to bring into the market. The new system has also had the effect of lowering the price of timber in the neighbourhood, and there is said to be a considerable saving to Government in the cost of carrying the timber which was formerly carried long distances in the rough. It appears that the capabilities of the machinery are equal to an annual outturn of 111,000 cubic feet of sawn timber, and that, in its present situation, there is enough timber to keep the mill at work for 8 or 10 years, at the expiration of which period the machinery can of course be moved to a new site. This contingence has not escaped the Government of India, nor has it overlooked the expediency of preparing a carefully considered working plan for the forests from which the timber is drawn.

IT appears that arrangements have been made for the supply of iron instead of wooden sleepers for 60 miles of the Western Rajpootana Railway.

WE understand that the services of a practical engineer are being engaged in England for a period of five years for the erection and working of the woollen-manufacturing machinery now being got ready at home for the Bhaugulpore Jail.

WE learn that the Madras Government in January last forwarded some interesting reports home on the working capabilities of several Swedish ploughs sent out from England in 1875 to that Presidency. Some of the ploughs are stated to be decidedly efficient and suited to the varying conditions met with in the agriculture of the Presidency, but further trials with them have been ordered, after which a more decisive opinion of their practicability will be given. If these so-called Swedish ploughs (they are for the most part copied from English designs) are ultimately adopted, they will, if possible, be manufactured in India, as the expense of their carriage from England adds considerably to their cost.

THE *Bengal Times*:—Keshub Chunder is alleged to have had grave misgivings on some points of his daughter's marriage, for we read that, on the day of the nuptials, "the dispute reached its crisis, and fears were entertained and expressed that the match would have to be broken off"; so the Baboo was on the point of disobeying his God and the voice of his conscience, though he would have opposed all the world combined, to achieve his object. And notwithstanding he has followed the Divine injunction, to oppose which would have been a sin against his conscience, we read in the defence published by authority. "The marriage has not been entirely in accordance with his own wishes and he does not make a secret of his dissatisfaction on this point." So that Keshub Chunder and his deity hold conflicting views on the subject, and once the deity had a pretty narrow squeak of being overruled—it was a pretty near thing for him in any case. The marriage does not yet suit the Brahmo ex-leader in all respects.

THE *Celestial Empire*:—In a letter from the Rev. C. A. Stanley to the Rev. W. Muirhead, we find that in a portion of Shantung, whither he had lately been on an errand of distribution, he heard of "poor mothers almost driven mad by the cries of their famishing children, who are actually burying them alive, to end their misery and stop their cries." And the Rev. H. Blodget also writes from Peking, "This is a terrible year for North China. Five millions is a low estimate of the number of deaths in Shansi, and the end is not yet." It is said that the famine is this year more severely felt in Shansi than in any other province; and the estimate of five millions having already found its victims in that one province, before the season of scarcity is anything like near its end, is sufficiently appalling. But there are yet other provinces where the suffering is not much less, but where foreigners are unable to extend their operations. The Government has done, and is yet doing, all in its power; but that is now not much. But even should rain fall and the season return to their normal fruitfulness, there is no seed to be sown—there are no dwellings to return to. The first has been consumed and must be replaced by charity. The dwellings have been pulled to pieces and sold bit by bit to supply the cravings of hunger; they have therefore to be rebuilt. We have not yet heard of the setting in of famine fever to any extent; but it is quite beyond dispute that the people, from the wealthiest to the poorest, who survive the actual dearth, will for a very long time be in so weak and enfeebled a condition as still to require aid.

THE *Daily News*—The pay of non-commissioned officers in the army has, since the introduction of short service, several times fallen under the attention of the Secretary of State for War. It is generally admitted that these men are the backbone of our army, the link between officer and private, by means of which discipline and order are maintained. As such they deserve the fullest consideration No. doubt they have had their position improved of late. Not long ago both their pay and pension were in some degree augmented. But the improvement, while it materially affected the élite of the non-commissioned officers, the sergeant-majors and first-class staff sergeants, of which each regiment of 900 men has but three or four attached, did not benefit very largely the corporals and platoon sergeants who constitute the mass of non-commissioned officers. The corporals had the sum of one penny per diem added to their emoluments, and the sergeants received twopence or fourpence according to their length of service. Since the issue of free rations to men and non-commissioned officers alike, the difference in the pay and allowances of private and corporal has become less marked, and therefore there is less encouragement for young soldiers to accept promotion, and remain after their six years' service with the colours has expired. If we are to have suitable men as corporals and sergeants, we must give them substantial advantages, and make it worth their while to stay with their regiments, and become professional soldiers. They will never adopt the army as a life employment unless it offers them at least as good a future as they discern elsewhere. The present pay and prospect of non-commissioned officers—we do not allude to the prizes which fall to the lot of a few—are scarcely such as intelligent men with some education have a right to expect; and we can hardly be surprised at the difficulty which has recently been experienced in securing competent sergeants and corporals. In our line regiments the pay of the latter is but 1s. 4d. a day, and that of the sergeant, who has particularly important and responsible duties to fill, but 2s. 1d. Colour-sergeants, of whom there is one attached to every company, receive 2s. 7d., and the sergeant-major, of whom there is only one in the whole battalion, has 3s. 9d. a day. In these circumstances it is not suprising that eligible young soldiers cannot be induced to take non-commissioned rank and continue to serve in the army, the line of demarcation between the private soldier and his immediate superior being so inadequately marked. Yet it is admitted by all that the well-being of our troops is dependent in a very great measure indeed upon the class of non-commissioned officers.

"WITHIN SIGHT OF LAND."

SUNDAY, MARCH 24TH.

"We heard to-day from the Chaplain of the Forces at Portsmouth, who speaks of the grief there being heartrending, as two-thirds of the ship's company were natives of that place and were drowned almost within sight of their homes!"—(*Extract from an English letter.*)

The sky is sombre and sad,
The wind whistles over the sea,
But the hearts of all are merry and glad
In the grey old town by the sea.
The women run to and fro,
And men grasp men by the hand,
"Good news! good news for you messmates all,
'Eurydice's sighted land!"

Mid laughter and praise and tears,
And clatter of busy feet,
Cared they aught for the low'ring clouds,
Or the chill of the driving sleet?
Catch up bonnet or shawl,
Rush down street in the blast,
Cheer all anxious hearts with the news
That the lads are at home at last.

Polly is wild|with joy,
She was oftener white with fear,
But oh! it is one hard to part with your lad
When you hadn't been wed a year.
The ingle was empty then,
Where a new white cradle stands,
How tiny and pink the baby fists
Will look in Jim's great brown hands!

Jenny is sore perplexed,
"It's Sunday—they've shut the shop,
And John, when he comes from off the sea,
Is cruel fond of his chop."
She has tidied her bright clean hearth,
And freshly sanded the floor,
And Johnny has dragged out Father's chair,
And set it behind the door.

He will be home to-night,
Bessy's curly-haired lad,
All she has left on earth, poor soul!
For the sea took those that she had.
He has promised her birds and fruit,
And shells from the Indian shore,
If he brought her diamonds, I think she'd prize
A curl from his bright head more!

Nelly of sweet estate,
Nelly with eyes of blue,
Has slyly stolen her couple's bugs
She takes a ribbon of pink
From her drawer with trembling hand,
Whisp'ring "He will be here to-night!
'Eurydice's sighted land."

A woman is standing apart,
Shading her eyes with her hand,
Peering out into the driving snow,
Unconscious of all on hand.
She and her man had "words,"
The night ere he joined his ship,
And he left her with only a cold farewell,
And without a touch of the lip.

Maybe it was her fault,
She was proud and so was he,
But a loving heart and a heedless tongue
May go together, you see.
And if she had suffered sore,
Not a winter's night had passed,
But she lay awake in her lonely bed,
And shuddered at each wild blast.

To think that her own dear lad
Might perish and never know
The bitter tears that his lass had shed,
For the words that vexed him so.
Never a harsh word more!
She will tell him so to-night
When he takes her back to his big, kind heart,
For 'Eurydice's just in sight.

* * * * * * * *

The sky is sombre and sad,
The wind whistles over the sea,
But not one heart is merry or glad,
In that grey old town by the sea.
And men are hanging their heads,
And women are wringing their hands,
For 'Eurydice's crew, husbands, brothers and sons,
Lie dead and cold on the sands.

There were men in Portsmouth town—
Veteran soldiers and tars—
Who fought in more than one bloody fight,
Marked by medals and scars:
Some had served in Peel's Brigade,
Laughed at many a "whistling Dick,"
Were never afraid of Death, brave hearts!
Yet the women's cries turn them sick.

They tell one that "God is good,"
And she answers "Not to me,"
"So be 'twas his han' that took my man
And drowned him in yonder sea,
And left me friendless and poor,
With four little babes to rear:
Go, tell thy tale to others, my lad,
There's few will credit thee here!"

"It's easy for Parson to talk,
He's young. Did he ever feel
The bitter chill of an empty grate,
Or the want of a wholesome meal?
Has *he* worked with his dead in t'house,
To keep the wolf from t'door?
Happen th' world is hard for us all,
But live doubly hard on the poor!"

They whisper of Faith and Prayer,
To a woman with wild dry eyes,
But she turns on them fiercely with set white lips,
And hoarse hysterical cries:
"*Prayer?* there was never a night
But he knelt, my brothers and me,
And prayed, aye! down to the lisping babe,
God would spare their Dad on the sea,"

"And bring him safely again,
Back through the raging foam,
Yet he sung my ventured the ocean storms,
To perish in sight of Home.
I fell on my knees when they said:
'Eurydice's sighted shore,
And thanked the Lord that our prayers were heard,
Heard! I'll *never* pray to Him more!"

And 'tis oh! for the gallant ship
With her cargo of brave young lives,
And 'tis oh! for the aching mothers' hearts
And the wails of desolate wives.
Sob, ye scorceful winds!
Moan, oh pitiless sea!
For the lost, lost lives, for the breaking hearts
That trusted their all to thee.

The sky is sombre and sad,
The wind whistles over the sea,
But alas! for the hearts that *were* merry and glad,
In that old grey town by the sea.

A. S. B.

THE CASE OF THE RAJA OF POOREE.—The Calcutta correspondent of the *Pioneer* says, "The late trial of the Rajah of Poorce is one of the most remarkable cases that has happened for a long time. The facts are admirably told in the luminous judgment of Mr. Dickens. They reveal those phases of Hindu life which are the most incomprehensible to the European: the interior of the household of a Hindu Rajah, an incarnation of deity, a living pagod. Here is the inevitable Ranee intriguing with a holy man outside the palace walls, and it is evident that the princess and the priest are at the bottom of all the mischief. The divine incarnation of Vishnu stupefied himself with smoking ganja and neglected his young wives. The Ranee-mother interfered; the holy man was sent for to awaken this living deity to a sense of his human duties. Then followed charms, incantations, and other devilment of the old mysterious and magical type. The Rajah discovered what was going on, and was filled with wrath, human and divine. The holy man was brutally assaulted within the precincts of the palace with all that studied vindictiveness which has prevailed in oriental courts from a remote antiquity. The wretched victim was turned out in agony, lived to tell his painful story, and was then released by death from his sufferings. The guilt was then released by death from his sufferings. The guilt of the princess and the Rajah is a question for the High Court to decide. Meanwhile the native journals seek to excuse the atrocity, and to save the criminal from justice, by pleading the divinity of his character. This is somewhat lamentable; but nothing is to be gained by ignoring the superstitions of a people, however much their creed may be opposed to our own. The influence of this strange conception of a living pagod has already blunted the sword of justice. The native assessors returned a verdict of acquittal. The Sessions Judge, whilst finding the offender guilty, has not sentenced him to be hanged, but has condemned him to transportation for life. The superstition may be deplored, but cannot be ignored. If worshippers will persist in making a fetish of this wretched Rajah, and it should be decided that his guilt is proved, might it not be expedient to imprison the living pagod rather than send the object of worship across the black water?"

EURASIANS: WHAT ARE THEY?

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Can any of your wise and learned readers inform me what place a being is a native of, who is of similar descent to myself? My father was a British soldier and a native of Yorkshire, and my mother a native of India. Are we natives of Scotland, England and Ireland, or any part of Europe? for Europeans scorn to hold out the hand of brotherhood to us; in India, neither natives nor Europeans find it convenient to acknowledge that we are natives and children of the soil. If not natives of India, then of what part of this earth are we natives? And if not an earthly race, are we the Lunar and Solar races mentioned in the Mahabharth and Ramaian of the Hindus?

AN UNFORTUNATE EURASIAN.

INDIAN NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENT.)

MAHABLESHWUR, APRIL 24.

IF you suppose that I am about to treat you to an epistle in the form of a communication from a fashionable correspondent you will be much disappointed. I have seen no one since my arrival, and have consequently neither renewed old friendships nor made new acquaintances. The fact is that I have passed the last five days in bed owing to a formidable attack of rheumatism brought on by rash exposure at night to the Ghaut winds and heavy dews on the journey up from Dasgaum. This illness has also been exaggerated and assisted by the imprudence—I will add folly—of indulging in cold baths while stating, not a rest house on the first plateau up from Coladpoor. However, all is well that ends well, and to-day I find myself once more at the table pen in hand, and am resolved to shelve prescriptive reserve should I see at a future time an opportunity of bringing out in bold relief any facts or matters connected with this part of the Presidency that may benefit Government and the people. You, however, must be a lenient critic. Accept this letter as one written in haste and in hours of illness, and penned in moments when I feel that my natural abilities are curbed, from finding myself thrown on these hills as an idle man. But these kind of remarks are only applicable to self, and form no part of a preliminary chapter to a "paper" on Mahableshwur. Still, until I collect some materials to enable me to draw up a report on things in general connected with the neighbourhood, I think the improvement of mankind will not be retarded by admitting to your columns for the present this "scratch" on miscellaneous matters, even if you only "count but one good line in eighty-four." I left Bombay on the 4th inst. per the Rifle, a steamer belonging to Messrs. Shepherd and Co., and proceeded to Dasgaum, which, by the new route, is about 46 miles to Mahableshwur. As all these boats do not carry horses, I sent mine on, together with tents and heavy baggage, the day before in a cotton boat, and they duly met me in time at Dasgaum. Nothing could exceed the civility of the officials of the steamer. The only drawback to this route is the filthy state of the place of embarkation—the Carnac Bunder. Dr. Weir will do well if in his morning rambles he will inspect that pier. Shepherd and Co. are not to blame for what I saw and suffered. The stench from the big drain which vomits the early dirt of the city into the upper part of the harbour is vile enough, and my only wonder is that from its effects cholera does not destroy the entire neighbourhood and the residents on the native craft. But common decency is set aside at the Carnac Bunder; and on the very embarking steps, and on the pathway leading to them, intending native passengers defy the nuisance laws in the most gross and filthy manner. I will say no more on this hasty subject, for I well know that a little Dr. Weir or Mr. Brunton is enough. However, as the place is not fit for ladies to embark at, Shepherd & Co. no doubt would take off passengers from the Apollo Bunder if sufficient notice were given to them by passengers.

It is a charming coast voyage from Bombay down to Bankote: you are never out of sight of land, and the views are picturesque and ever-seeing. Although washed by white-tipped waves, looks lovely from the sea. Kennery lighthouse stands up in grandeur, and is succeeded by Chowl Fort and church, and by the antique forts of the Hubshee Sahib, which rise in blackstone majesty from the sea at Jingeera. On the right and left of these fortresses the hills rise and fall in graceful beauty, and are timbered from the shore to their crests. In a word, the scenery all the way is bold, beautiful, and soft by turns, as it ever must be where rocks and water, woods, eminences, green foliage, palm and flower-bearing trees, all combine in a mild and salubrious climate to do honour to the God of Nature. As one gazed from the steamer at the coast and forts of the descendants of an African king, it was curious to recollect the history of Jingeera. It seems almost incredible now to think that this place was once the home of the most desperate pirates in the world, and that 50 or 60 years ago, or perhaps more, the fathers of the present inhabitants were the terror of the Indian seas. Times have changed, and these hereditary robbers are now peaceful husbandsmen, content to live upon the produce of their province. We keep a Political Agent at Jingeera, but he has very little to do. However, in these eventful days, wherever a Mussulman *rej* exists it is well to have a British eye to note its ways. Mr. Larcom is the Political Officer at Jingeera, and has availed himself of leave to England. He no doubt will feel the change a pleasure, for his must be a lonely life, and I have often wondered how he ever consented to resign his commission in the renowned Rifle Brigade for the political brass buttons of Jingeera.

We had sailed from Bombay at 6½ a.m., and owing to a short supply of coal we did not reach Bankote until the same hour in the evening. I was very sorry for bauas of the Arab Director. At Bankote we were met by a small steam tender, and the passengers and baggage were at once transferred. We proceeded up the stream at a good pace, but as it was dark the scene was lost to us. The river winds in and out very frequently amongst the hills, and the bends are marked by lights. The only drawback to the navigation is the small depth of water and the number of rocks in the bed of the river. It is really be intended to open communication to Bombay, via Mahar and Bankote, this matter must have serious attention, but as sea traffic would cease in the moonsoon, I doubt if the undertaking wold pay. There is a bungalow at Dasgaum which affords, shelter to the traveller. I believe that this accommodation is due to the trouble and interest which Mr. Arthur Crawford, the late Collector, took in opening this route. Indeed, he appears to have worked well during his tour of duty in these districts if one can depend upon the opinion of the people who speak well and kindly of him. One can obtain a cup of tea, fowls, and eggs at Dasgaum from the old puttawalla in charge of the bungalow, but I saw no bedding, although there are good cots. It would not be wise to remain long at this place as it is a hot and feverish spot. It is a pity that the small steamer cannot go on to Mahar, about four miles further up the stream, and I certainly think that this portion of the river might be cleared of bottom rocks, particularly as it is tidal up to the latter-named town. We rode from Dasgaum to Mahableshwur, breaking the journey at the usual rest-houses. The stage from Dasgaum to Coladpore is rather long for ladies to ride, being 18 miles, but there is no place at which to break the march. The road is good all the way and fit for a Hyde Park phaeton. We remained the night and next day at Coladpore, but the heat was terrific and stood 103 deg. in the bungalow, so we were glad to give up the idea of shooting and to proceed. As we dashed up to this bungalow, tired and thirsty we saw a dim lamp in the verandah shedding its pale yellow light on two sleeping countrymen who had taken up their quarters for the night owing to the heat in the verandah. One was very youthful and yet famous. The other a veteran in years and service. Mr. Betham, the Pension Paymaster of this division, was the aged traveller, and he was out on tour amongst his pensioners. For 44 years has this valued servant of the Crown served Government. The abolition of the Indian Navy sent this officer about his business on a wretched pension of Rs. 150 per month, and he draws probably not much more for his present appointmeut. Sir Richard Temple likes to learn about men and things, and if amongst his rides in Western India His Excellency would take a trot below the Ghauts and visit the home of this excellent officer at Dapoolie, he might, by a dash of the pen and by the use of his quick instincts, translate this very worthy officer to some other sphere of usefulness where an improved rate of pay would assist him to pass the evening of his days in a manner worthy of his kinsmen, the Irish Bethams who hold hereditary offices under the Crown of England in the Emerald Isle. I know that an anonymous recommendation is generally worthless, but I will back this one by my name, if H. E. will only command me. But "away, away to the mountains gay," to those splendid peaks and mighty black rocked heights which appear so near to Coladpore and yet which are still so far off. Mahableshwur looked down into the little bowl wherein stands the bungalow at Coladpore, and the knowledge that cool air, nice strawberries, and fresh vegetables were all on its table-land, made us spur up our jaded Bombay carriage horses, who seemed to think it hard that the traces should be taken off in order to make them wear pigskin. The new road up the mountain commences about three miles from Coladpoor, and it certainly does credit to everyone connected with its construction. The ascent is easy, too winding if anything, and might have been made in a less length. At several places I detected money thrown away to

THE LOSS OF THE EURYDICE.

(The Spectator.)

THERE is reason for sorrow at the loss of the Eurydice, the beautiful ship, and the trained officers, and the 300 men or more, so young and so hopeful, for the loss is as great as the misery inflicted, and both are very great. And it is difficult not to be shocked as well as sorrowful at such an illustration of the irony occasionally discernible in the ways of Providence, all in the ship being condemned to a dreadful death in the very hour, so to speak, of success, when she had completed her voyage and returned home, and arrived almost in sight of port, and all on board were full of expectation and cheerfulness, and even glee: one promising officer, for instance, was hurrying to meet his young wife, married to him but a twelvemonth before under circumstances that promised both a long lease of happiness. We can see, however, no reason for irritation, either with the Admiralty, or the builder of the ship, or the Captain of the vessel, though the latter was doubtless actually responsible. Rather, the loss of the Eurydice appears to us one of those cases which should teach the public with a certain sternness that in this world arrangements cannot be made perfect: that we may strive as we like for an ideal of efficiency, but that after all, all we can obtain is a rough approximation. That disturbing cause, that unforeseen but irresistible factor which we call Providence, and some call Chance, can never be completely provided against, more especially when one of the agents to be controlled is anything so uncontrollable as the human mind. There never was an accident which ought so little to have happened. The Eurydice, by the testimony of all experts, was an excellent vessel, trusted by all on board, which had just made a voyage to the West Indies, and which, so far as appears, had not a weak spar or a frayed rope on board. She was, as a training-ship, overmanned, if anything, with men whose training was just completed, and in the very prime of their health and their efficiency. Her officers were all of them picked men, one or two of them likely to become among the best in the service; and her captain, Captain Marcus Hare, had the best of characters in the Navy. He was on deck, attending to his duty, and during the few moments between the catastrophe and his death gave his orders coolly, courageously, and as the evidence would indicate, wisely also. There is a hint in the evidence that the water carried on board had been used to supplement deficient ballast, and that the tanks had not been carefully refilled as they were emptied, a dangerous practice both because it lightens the ship too fast, and unequally, and because if the vessel once loses her equilibrium, the remaining full tanks roll with the weight of cannon, and especially dangerous to the Eurydice, which was remarkable in the Navy for the amount of sail she could spread; but with this exception, there was nothing about the ship to suggest or account for her fate. That the Captain was at the last moment slightly careless or over-confident is probably true. The barometer had been falling for some hours, all the ports of the ship were open, and, with such a condition of the mercury, they ought not to have been; and the ship was carrying, for such weather as science indicated, a little too much sail. The probability is that the Captain, joyous at the notion of getting home, elated with the bright, cold weather—first of luxuries to a man just returning from the tropics—and the sun, which shone brightly just before and just after the squall, and with his destination almost in sight, had been careless in consulting the glass, or expected a mere snow-storm, or thought Spithead too near for precautions, and in that carelessness of an hour was his own and his vessel's doom. The mental failure for which no orders or precautions can provide had supervened, and the Admiralty and its jealous care were as powerless as the ship herself. The squall, coming down Lucombe Chine as through a funnel, struck the Eurydeae, and as Wilson sang,—

"Many ports will gaze at the gleam of her mast
—Hush! hush! the Eurydice speaks—this hour is her last.
Five hundred souls in one instant will
Are hurried o'er the deck:
And fast the miserable Ship
Becomes a lifeless wreck.

Oh! many a dream was in the Ship
An hour before her death;
And sights of home with sights disturbed
The sleeper's dying breath.
And many a mother's fearful thought
Made sad her eldest born,
As she heard the humming tree
Above the storm sit to leave.
The hum of the spreading syeamore
That grew before his cottage-door,
And the swallow's song in the eaves.
His arms enclosed a blooming boy,
Who listened with tears of sorrow and joy
To the stranger his father had passed:
And his wife—by turns she wept and smiled,
As she looked on the father of her child
Returned to heart at last.
—He wakes at the vessel's sudden roll,
And the rush of waters is in his soul.
Astounded the reeling deck he paces,
Mid hurrying forms and ghastly faces."

"What possible fever of anxiety on the part of the Admiralty, what multiplication of orders, what energy in fitting ships can prevent such an accident as that? The Captain was fool-hardy enough. He knew his ship could do. He knew what sail she was carrying, for he was trying to lessen it when the Eurydice capsized: and he had an excellent crew; and still, because of an inattention, a miscalculation, an emotion of eagerness, usually an unimportant as a passing thought, he and his men went down as hopelessly in the snow-storm as if they had been struck by a typhoon in the China Seas. The force of a squall of this kind, its direct impact, is almost inconceivable to those who have not experienced it. The writer was once in the Red Sea during an incident of the kind. The day was apparently quite fine, when a squall coming from the east through the aperture between Sinai and Horeb, struck the giant steamer, and though she was of more than 3,000 tons, and moving at ten miles an hour, she was thrown on her side, and but for the immense momentum from her engines would have been utterly lost. We have somewhere also, but cannot find, an account of a squall which struck a railway train in New Jersey, and though it was moving, as the drivers declared, at twenty miles an hour, blew it from the rails, a feat which seems, of all incidents that ever occurred through the agency of wind alone—as a rule, when heavy bodies are lifted and deposited far off, there is water, which its unyielding pressure, to help—to be the most impossible. There is practically no one to blame, and no conceivable human method of preventing such catastrophes entirely. There is no substitute for the human mind, and cautious, thinking, the human mind equally efficient, and decided at all seasons and under all circumstances, is the accidental thing in the world, and of all human beings, he had most to protect him from making it.

It is just the same in all human affairs, and the law is just as often forgotten. In the storm of comment which the modern critical spirit flings upon all occurrences, we forget the limitation of our powers. Make what laws we will, and occasionally they will be harsh, and often inapplicable. Construct what tribunals we will, and the Judge will now and again be prejudiced, or tired, or sleepy, the leading juryman stupid, or the counsel forgetful of his duty. Relax punishment as you will, and sometimes it will fall too heavily, or fail upon the innocent. Abolish the penalty of death and the sentence may kill as certainly as the guillotine; graduate sentences to imbecility, and no two inflicted for the same crime will ever fall with equal weight; elaborate trials till human patience is overborne, and still perjury will sometimes be successful. All that human beings can obtain by the most unrelaxing effort, and patience, and attention to duty is an approximation to justice, which to beings a little higher, who can see facts, but not motives, must often appear a mockery of fair-play. It is a limit put upon us by Nature or by God, and we shall not get past it. Arthur Helps was not always profound, but it was a profound thought of his that if the object of the arrangements of the Universe was to make man happy, he would have been gifted with at least five minutes' foresight. He will never get one minute, and if he had it, the limit would be but imperceptibly pushed back. Sir Arthur Helps's minute would not have saved the Eurydice or her crew.

We have often wished exceedingly that this notion of the occasional necessity of accepting an approximation to the ideal could be made to take a stronger hold in the popular mind. It would create much content, and would prevent much shiftiness in our politics. It is quite hopeless to expect that a Reform, or a new Constitution, or a war can produce, or be made to produce, all the results expected from them,—as hopeless as to look for an Admiralty whose ships will never be lost. The influence of mind must enter into every human concern, and where mind is present, the mathematical ideal cannot reasonably be hoped for. Some one will always err, whether from incapacity, or vice, or negligence, and the error upsets often half the calculation. All that the politician can do is to fix principles as accurately as possible, to select the best men he can get, to furnish all necessary means, and then to await the result as confidently or as submissively as he can. At the last moment, all his precautions may fail, or his whole plan be overthrown, by a squall as sudden and as unexpected as that which proved fatal to the unfortunate Eurydice.

THE WAR-SHIPS OF EUROPE.*

(The Spectator.)

WE often hear it said, in these days of great armies and of continuous improvements in military organisation, that Europe has been turned into a vast camp. From a perusal of this book, it would appear that the sea-coasts of our quarter of the globe have no less been turned into great arsenals and building-yards. A short paragraph in it puts before us with great plainness the startling results of the labours of ship-builders during the past few years. "As a *resume* of interesting facts relating to armoured fleets, it may be stated that the grand total of all the European armoured ships that have been built down to the present time amounts in the aggregate to 1,014,500 tons," an amount, we may observe, equal to more than two-thirds of the whole tonnage of the vast fleet of British steamers engaged in the foreign trade in 1876; yet it includes only the ironclads of various European navies, omitting Brazil, Chili, Peru, and Japan, which have all been pretty good customers of this country for that favourite article of commerce,—a man-of-war. "The grand total of all the armoured ships built and building for the British Navy up to January, 1876, amounts in the aggregate, to 317,000 tons, and the cost thereof, in round numbers, to eighteen million pounds sterling." No European Power that has the smallest pretensions to the possession of a navy is entirely without ironclad vessels, Portugal even having one, and Greece two, whilst the Argentine Confederation has the latter number, Japan three, if not four—one having recently been lost—and China at least one armour-plated gunboat, showing that the desire to possess these costly structures is not confined to Europe only.

Any person who wishes to see what has come of all the expenditure of money and skill devoted during so many years to the turning-out of fighting-ships of previously unheard-of powers will find a vast deal of information, perhaps all that he may be seeking, in this volume. It is in reality the official report to the Secretary of the United States Navy of a naval constructor, Mr. King, who was sent to Europe by the Minister in 1875, to inquire concerning and report upon the ships composing European navies, and the appliances for building them and keeping them in repair. Mr. King was occupied in this duty just a year, and his report was published about twelve months ago. The present edition has been prepared by an English naval architect, who does not reveal his name, but who evidently possesses excellent and perhaps exceptional means of verifying the original author's statements, and of bringing the information which the book is intended to convey down to a very recent date. There could probably be no better tribute to its value than to state the fact that it is an official communication to a foreign Government, annotated and corrected by a professional expert, of evident skill and knowledge of his subject. Written originally by a foreigner, and one belonging to a country whose fleet is not included in the survey which the book contains, we are more likely to get a really accurate estimate of the efficiency of any given Navy, than if we had to depend upon the work of a native of any one of the countries noticed. A recent French writer on the same subject has complained that foreign critics have attributed to him, in his appreciation of their country's ships, a "national error" in computing efficiency, similar to that "personal error" which has to be guarded against in the case of astronomical observations. This science of incorrectness, if it exist in Mr. King's report, has been eliminated by his English editor. It would be difficult to make such a book other than interesting at such a time as the present, when the work of reconstruction has been going on all over Europe and, as Mr. King says, considering "there has never been a time during peace in which such large expenditures for naval purpose were made as at present, and such radical changes effected in the construction of ships-of-war." Its interest is not confined to its containing detailed and clear descriptions of the vessels which compose our own squadrons, it is extended considerably by these being accompanied by almost equally explicit accounts of the vessels which sail under foreign flags. We know what is doing at Wilhelmshaven, at Pola, and at Spezzia, equally with Portsmouth and Chatham. Nearly half the book is occupied by the author's report upon our own Navy, its ships, dockyards, and educational machinery. "England," as he says, "is in the fore-front, as the leader and model to all European Naval Powers." And it is not surprising that, holding this opinion, he should devote whole chapters to the consideration of individual British ships. Naval architect of the present epoch though he is, he can still lament over the decay of the beautiful in Naval design which is so commonly attributed to the introduction of ironclads. Though not disposed to deny that recent shipbuilding has done much to abolish the poetry of the sailor's occupation, or that the beauties of the trim and saucy frigates of the past have been ill-replaced by the constructions of the present, we still think that, even from a sailor's point of view, the evil has been much exaggerated. An ironclad is not necessarily a hideous monster. Some of Mr. Reed's creations have a stately beauty of their own, not surpassed by that belonging to the old three-deckers. The latter, indeed, themselves looked clumsy to the eye that had lighted, during long cruises in the Pacific for instance, upon no ships-of-war but light frigates and corvettes. The 'Bellerophon,' notwithstanding her iron hull and plated sides, has always been universally hailed in the Service as a ship of unusual grace, whilst the 'Hercules' and the 'Sultan' convey an idea of power which in itself is a manifestation of beauty of a high order. Still the new turret-ships certainly do present an ungainly appearance, which all sailors naturally deplore.

Mr. King is singular in one respect. He has a good word to say of the British Admiralty. This alone perhaps would stamp him as a foreigner. That any one owing allegiance to her Most Gracious Majesty could find anything to say in favour of the authorities at Whitehall is of course too much to expect. If we want to hear "the Board" commended, we must go across the Atlantic or the Channel. He says, "The British Admiralty has long been noted for its careful investigation of untried plans proposed for ships of the Royal Navy. As a rule, it only adopts useful inventions after they have been successfully worked in the Mercantile Marine." He contrasts the policy, as regards the designs of our own authorities, very favourably with that pursued in France, where old forms, even when found imperfect, have been pertinaciously adhered to. "The English Admiralty have pursued a different and a wiser course. Instead of spending their great resources on the construction of ships which were fac-similes of each other, they have, with rare exceptions in successive designs, made onward steps in offensive and defensive powers." That this should be the case is to be attributed in some measure to the keen interest taken by the public in naval matters, an interest which not unnaturally seems astonishing to an American:—

"In contemplating the power of England [says the author], the Navy is always regarded as her bulwark. On her Navy England depends for security at home and respect abroad. Everything concerning it excites eager interest, and it never fails to receive support, whatever party is in power. No censure is ever passed upon the large expenditure for maintenance and addition to the fleets, but the criticisms of the Press and the people are constantly directed at the administration of the admiralty and the types of vessels constructed. If any condition proposed in a design is not realised in a completed ship the fact is certain to be exposed by the Press and severely commented upon. This influence, together with the watchfulness on the progress made elsewhere, has not been without effect."

It is certainly consoling to find this eminent foreign authority giving it as his opinion that "the British Navy has never since the introduction of steam been more strong as it is at the present time." The pages of this book give a striking picture of the wonderfully complicated nature of the first-class fighting-ship of the present. The steam-dreadnought, with her twenty-eight different steam-engines, must be a sort of floating Birmingham. When we add to this multiplicity of machines the appliances for the hydraulic loading of the guns, the electric apparatus for firing the ship's ordnance and for exploding torpedoes, and the handpower arrangements for pumping and other purposes, we seem to be almost lost in a labyrinth of ingenuity. Perhaps almost as startling as the complexity of the ships is the largeness of the sums which they have cost. The 'Inflexible,' the 'Dreadnought,' and the 'Alexandra' all go beyond half-a-million. This makes it more the less pleasant to find out that in the newer vessels "every conceivable precaution has been taken to provide against destruction by rams and torpedoes." Mr. King's opinion of the small gunboats carrying a single very heavy gun is not so favourable as that usually expressed in this country. They certainly have the merit of comparative cheapness, costing, as they do, under fourteen thousand pounds.

The book under review deals in detail with the navies of the chief European Powers, and brings very distinctly before us the progress which has been made in naval matters by our Continental neighbours. It is a valuable and opportune production. Its merit is increased by many very well-executed illustrations, and we can see at a glance the peculiar features of nearly every important class of ship; whilst the tables in the appendix afford a ready means of estimating the power of foreign fleets, as well as of our own.

PICKINGS FROM *PUNCH*.—APRIL 6.

PROVERBS FOR THE COUNCIL OF THE ROYAL ACADEMY.—"Hanging goes by favour."

"C'EST MAGNIFIQUE"—(BUT LET US HOPE)—"CE N'EST PAS LA GUERRE."—The Charge of the Six Millions.

SHAKESPERIAN REFLECTION (ON THE SIGHT OF A SPRING SALAD).

"The earth hath cresses as the water hath,
And these are of them."

EX NIHILO NIHIL FIT.—The oddest recommendation of a shoy new Hotel lately opened in the Metropolis is to be found in its advertisement in the shape of a quotation from one of the daily papers:—"Nothing in London approaches it."

IN A BALL-ROOM.

Smith—Who's husband, pray, to you décolletée Madam?

Smith—That he were Adam one could half believe,
For one might well mistake his wife for Eve.

A FOOT-RACE OF THE FUTURE.

(Twentieth and Last Day.)

THE twenty competitors were now reduced to Snooks and O'Mulligan. The former had travelled 2,084 miles, and the latter was only one mile and two laps behind. Urged by their backers, the two men crawled feebly along. Snooks was in rather better condition than his rival. His feet were less swollen, and his eyesight had lasted longer. Both competitors were reduced to skeletons, and had long since lost consciousness. The account of the death and burial of "Scudder" Tompkins (who had fallen down dead on the track on the sixteenth day) had made no impression on either of them.

At half-past twelve O'Mulligan, who had taken two hours over his last lap, fainted away. The usual remedies of biting the ear, horsewhipping, pricking with butchers' skewers, &c., having been applied in vain, the luckless pedestrian was carried to his tent. Here he was attended by a doctor, who administered stimulants. Shortly after four o'clock he partially regained consciousness, and was understood to ask for a priest. On learning this his relatives introduced a lawyer. Having won the second prize, it was desirable that he should not die intestate.

In the meanwhile, Snooks had crawled 2,090 miles and two laps. Just as he commenced the last lap he tottered, and would have fallen, had he not been propped up with an iron bar by one of his trainers. It was now a question whether it would be humane to urge him on to further exertion. The matter was referred to the Umpire, who decided that though the race was virtually at an end (having been reduced to one competitor), as the match was intended to try human endurance to the utmost, and thus teach a very valuable scientific lesson, further employment of stimulants would be permissible. A red-hot poker was accordingly suddenly applied to the calf of one of Snooks' legs, with gratifying results. The man suddenly seemed to pull himself together, put on a spurt, and crawled nearly half a lap in something less than two hours.

At this point the stimulating effect of the hot poker seemed to have evaporated. A feeling of great disappointment spread through the Hall as it became known that the wonderful athlete could not possibly accomplish the marvellous feat of walking two thousand two hundred miles in twenty days.

At this juncture the doctor (whose services were no longer required by poor O'Mulligan) put in an appearance on the track. The matter having been explained to him, he suggested that perhaps a preparation of lunar caustic and oil of vitriol applied to the heels of the pedestrian might do what the poker had failed to effect. The doctor's suggestion was received with thunders of applause. The experiment was tried, and with the most perfect success. Just before midnight Snooks finished the last lap of the 2,200 miles, and was taken away more dead than alive, amidst the enthusiastic cheering of a throng of excited spectators.

THE IMP OF ISTAMBOUL.

"The Demon of Lies seems to be let loose in Constantinople."—*Daily News Correspondent.*

The sen-wind o'er Marmora's wavelets blew cool,
And night's shade was closing o'er distant Stamboul,
Where aperch on a minaret's height,
Sat a sooty and sinister Imp of the Pit,
Whose eyes through the gloom glowed like lucifers lit,
And made blacker the blackness of night.
Whilst thus the misshapen and mischievous elf
On his shadowy pinnacle spoke—to himself.

"Ha! ha! Just to think how, this couple of years,
I've been setting the half of mankind by the ears,
By the power of sheer taradiddles!
By Jingo—The imp whom for Saint they have chosen—
Why men are so easy to gull and to cozen,
To me is the greatest of riddles.
But my trade ne'er before thrived so fairly, I know,
Till its fruits come so thick, and its branches so grow,
That it taxes my powers to follow them.
'Mong my agents or dupes all the world I comprise,
The work of one half is to fashion the lies,
And that of the other to swallow them.
I've bitten them all, from Ambassadore down
To the paltriest scribbler who earns his half-crown
By saucy and scurrilous squibbing.
There is little to choose twixt the Russ and the Turk,
Who are past-master both at lie, quibble, and quirk
And now honest John must take part in the work,
Of free and unscrupulous fibbing.
Stamboul is my great central hatching ground, where
I can play up, unchallenged, my cantrips and capers,
But London's my surest emporium; there
The biggest *canards* I can hatch or inspire,
Conveyed through the post or the telegraph wire,
Are sure of a welcome that nothing can tire,
From all the head-centres of patriot ire.
The Clubs and the partisan papers,
Old Nick! What egregious muffs are these men,
Who, blessed with two eyes, will see all things askew,
Twist facts by the sleight of the tongue and the pen,
And only believe what they wish to be true.
To lie away honour and safety and fame,
A nation's good faith or a statesman's good name,
Seems work that is strictly inferral,
But now such proceedings are quite *à la mode*,
And violate not the peculiar code
Obeyed by a patriot journal.
I shall feel much chagrin and no little surprise
If the love of this New Propaganda of Lies,
Inspired by selfishness, quickened by fears,
And nurtured on prejudice, purblind as hot,
Doesn't set all the nations at last by the ears,
And probably ruin the Ibs.
They are shortsighted fools, but it's excellent fun;
I know *who'll* be pleased at the work I have done,
With its promise of tumults and slaughters!"

Here the Imp gave a twirl, and shot of through the air,
Direct for—Perhaps there's no need to say *where*,
And reported himself at head-quarters.

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* *The War-Ships of Europe.* Being the Substance of a Work recently published in America, by Chief Engineer King, U.S.N. Revised and Corrected throughout, with Additional Notes, by an English Naval Architect. Portsmouth: Griffin and Co. 1878.

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